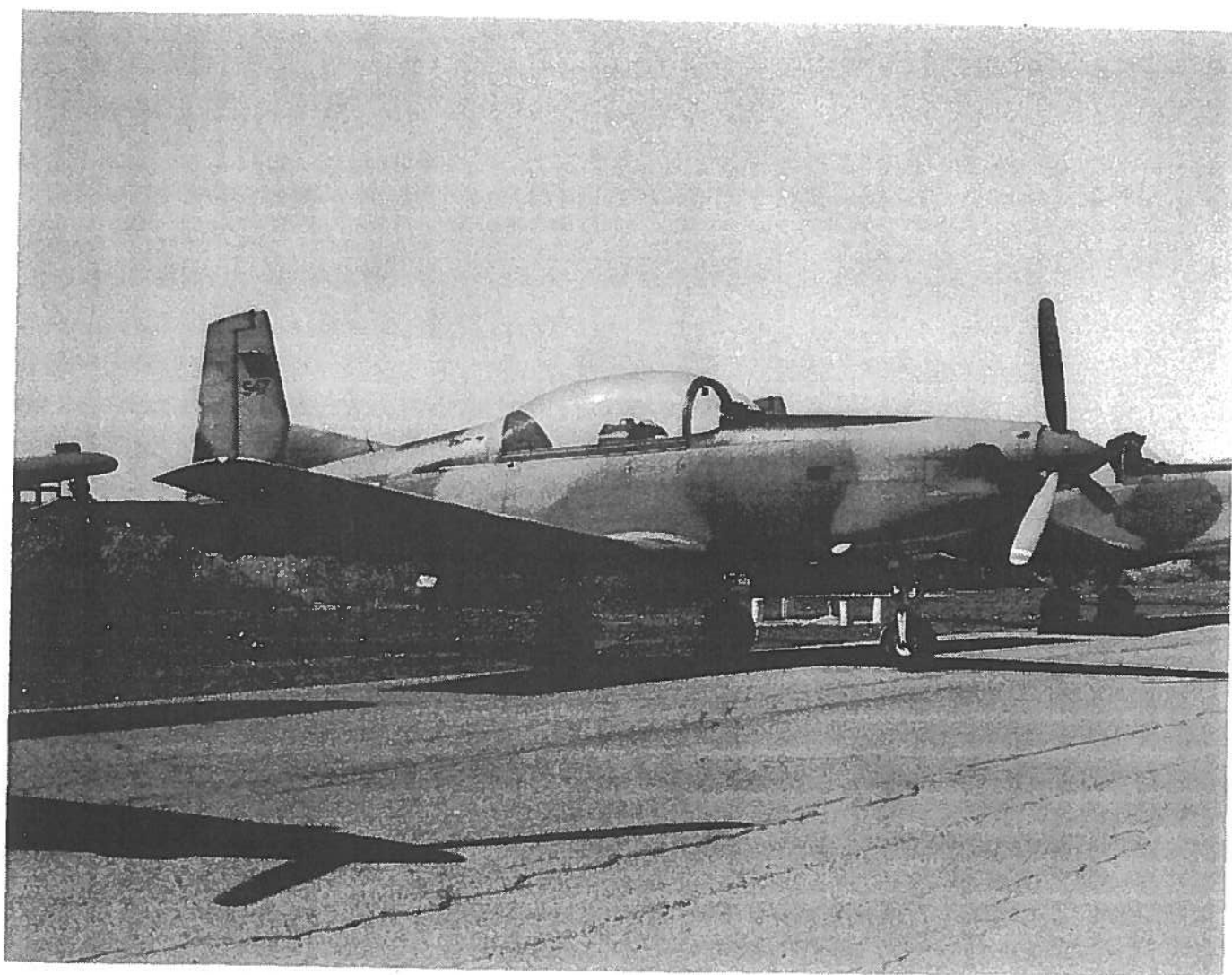


small air forces observer

US \$2.00



Vol. 9, No. 4 (36)

August 1985



small air forces observer

the newsletter of the Small Air Forces Clearing House

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SAFO EDITORIAL POLICY: The purpose of the SAFCH is to "promote interest in the history and modeling of the a/c of the smaller countries". In support of this goal, the SAFO will publish articles on all aspects of aviation, both military and civil, from all periods of time and for all the smaller countries. (1) All manuscripts submitted by members will be published in the next available issue of the SAFO. And, (2) members are encouraged to sponsor subscriptions for organizations, libraries, individuals (especially those in countries where US funds are difficult to obtain).

SUBSCRIPTION RATE: Subscription to the SAFO is US \$ 7.00 for 4 issues per year via surface mail. For air mail delivery, add \$4.75 for Europe & Latin America, and \$8.25 for Asia, Africa, & Australia. Send remittance to Jim Sanders, 27965 Berwick Dr., Carmel, CA 93923 USA.

SAFO is distributed in England by Midland Counties Publications, 24 The Hollow, Earl Shilton, Leicester LE9 7NA; and in the USA by Bill Dean Books, 166-41 Powells Cove Blvd., Whitestone, NY 11357.

BACK ISSUES: New subscriptions begin with all issues of the volume current at the time payment is received. If you desire otherwise, please specify issues desired. Back issues, when available, are \$1.50 each plus postage. Issues 1-12 & 17-22 are out of print, although Xerox copies are available at cost. For a list of back issues and their costs, send 2 1st class stamps (or 2 IRCs) to the editorial office.

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SMALL AIR FORCES OBSERVER (USPS 439-450) is published quarterly for \$7.00 per year by Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923. Second-class postage paid at Carmel Valley, CA 93924. **POSTMASTER:** Send address changes to Small Air Forces Clearing House, 27965 Berwick Dr., Carmel, CA 93923.

COVER COMMENTS: The Pilatus PC-7 '547' on the front cover belongs to the Mexican Air Force and it was photographed at the Military Air School, Zapopan, in September 1981 by Roberto Vargas C. A similar aircraft is shown on the back cover where Roberto contributes drawings of PC-7 from three Latin American air forces.

The photos on page 88 were provided by Embraer. On the top of the page is the 100th EMB-312 Tucano in the colors of Brazil's Esquadilha da Fumaca. Below is a photo of the first AMX prototype built in Brazil as it left the assembly line at Embraer.

EDITORIAL: AT the time of this writing, the full extent of the tragic earthquake in Mexico is still unknown. We can only hope that our fellow SAFCH members who live in Mexico City, Ismael, Mardonio, and Roberto, are all right, and that they have not suffered any serious losses. Our heart goes out to all the people of Mexico who were effected by this tragedy.

It is time to send in your renewal money for Vol. 10. Please send this out as soon as possible, but before you do, read the announcement about the book on Latvian aviation found on page 103, and check the box on the renewal form is you want to support this exciting and worthwhile publishing venture.

2 October 1985

STATEMENT OF OWNERSHIP, MANAGEMENT AND CIRCULATION (Required by 39 USC 435)			
1A. TITLE OF PUBLICATION SMALL AIR FORCES OBSERVER		1B. PUBLICATION NO. 4 3 9 4 5 0	
1C. DATE OF FILING 15 September '85		2. DATE OF FILING	
3. FREQUENCY OF ISSUE Quarterly		3A. NO. OF ISSUES PUBLISHED ANNUALLY 4	
3B. ANNUAL SUBSCRIPTION PRICE \$7.00		3C. ANNUAL SUBSCRIPTION PRICE	
4. COMPLETE MAILING ADDRESS OF KNOWN OFFICE OF PUBLICATION (Street, City, County, State and ZIP+4 Code) (Not printer)			
27965 Berwick Dr., Carmel, CA 93923			
5. COMPLETE MAILING ADDRESS OF THE HEADQUARTERS OF GENERAL BUSINESS OFFICES OF THE PUBLISHER (Not printer)			
27965 Berwick Dr., Carmel, CA 93923			
6. FULL NAMES AND COMPLETE MAILING ADDRESS OF PUBLISHER, EDITOR, AND MANAGING EDITOR (This item MUST NOT be blank)			
PUBLISHER (Name and Complete Mailing Address) James V. Sanders, 27965 Berwick Dr., Carmel, CA 93923			
EDITOR (Name and Complete Mailing Address) James V. Sanders, 27965 Berwick Dr., Carmel, CA 93923			
MANAGING EDITOR (Name and Complete Mailing Address) James V. Sanders, 27965 Berwick Dr., Carmel, CA 93923			
7. OWNER (If owned by a corporation, its name and address must be stated and also immediately thereunder the names and addresses of stockholders owning or holding 1 percent or more of total amount of stock. If not owned by a corporation, the names and addresses of the individual owners must be given. If owned by a partnership or other unincorporated firm, its name and address, as well as that of each individual must be given. If the publication is published by a nonprofit organization, its name and address must be stated.) (Item must be completed)			
FULL NAME JAMES V. SANDERS		COMPLETE MAILING ADDRESS 27965 BERWICK DR., CARMEL, CA 93923	
8. KNOWN BONDHOLDERS, MORTGAGEES, AND OTHER SECURITY HOLDERS OWNING OR HOLDING 1 PERCENT OR MORE OF TOTAL AMOUNT OF BONDS, MORTGAGES OR OTHER SECURITIES (If more are named, so state)			
FULL NAME None		COMPLETE MAILING ADDRESS	
9. FOR COMPLETION BY NONPROFIT ORGANIZATIONS AUTHORIZED TO MAIL AT SPECIAL RATES (Section 435 (2) (B)(i) only) The purpose, function, and nonprofit status of the organization and the exempt status for Federal income tax purposes (Check one) (1) HAS NOT CHANGED DURING PRECEDING 12 MONTHS (2) HAS CHANGED DURING PRECEDING 12 MONTHS (If changed, publisher must submit explanation of change with this statement)			
10. EXTENT AND NATURE OF CIRCULATION (See instructions on reverse side)		AVERAGE NO. COPIES EACH ISSUE DURING PRECEDING 12 MONTHS	
A. TOTAL NO. COPIES (Net Press Run)		523	
B. PAID AND/OR REQUESTED CIRCULATION 1. Sales through dealers and carriers, street vendors and counter sales 2. Mail Subscriptions (Paid and/or requested)		103	
C. TOTAL PAID AND/OR REQUESTED CIRCULATION (Sum of 10B1 and 10B2)		391	
D. FREE DISTRIBUTION BY MAIL, CARRIER OR OTHER MEANS SAMPLES, COMPLIMENTARY, AND OTHER FREE COPIES		494	
E. TOTAL DISTRIBUTION (Sum of C and D)		497	
F. COPIES NOT DISTRIBUTED 1. Office use, left overs, unsolicited, spoiled after printing 2. Return from News Agents		27	
G. TOTAL (Sum of E, F, and 2 should equal net press run shown in A)		523	
H. TOTAL (Sum of E, F, and 2 should equal net press run shown in A)		525	
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PS Form 3526, July 1984

(See instructions on reverse)

ARGENTINA

ALA (Aviacion Latinoamericana, Casilla de Correo no. 125, Sucursal 28, 1428 Buenos Aires; 4 issues US\$ 7.00 in Latin America, \$11.00 in USA, Europe, & Africa, and \$13.00 all other countries.)
Nothing received since #9

MICROKIT (IPMS Argentina, Humboldt 2763, 8000 Bahia Blanca, ARGENTINA)

1/4 (24 pages) "Pielles Rojas Sobre Malvinas" 7 pages including 4 pages of side-view drawings of Argentine UH-1H helicopters in the Falklands.

AUSTRALIA

APMA (Australian Plastic Modeller's Association, PO Box 51, Strathfield, N.S.W. 2135; 4 issues airmail \$18.00 Australian currency)

1/85 (29 pages) "ARDU's Lollipops" 4 pages including side-, top-, & bottom-view drawings of orange & white Mirage III0 'A3-2' & 'A3-112' along with modeling instructions for building a two-seat Mirage. "Plastic Parrot: The NZAI CT-4 Airtrainer in the RAAF" 9 pages including 1/72-scale and 1/48-scale 4-view drawings; 9 side-view drawings of RAAF, RNZAF, & Thai aircraft; two photos (one in color); and instructing for scratch building a model of the CT-4. "Detailing the Hunter" 4 pages including 9 side-view drawings (Jordanian, Belgian, Dutch, & RAF) and instructions on improving on the Airfix kit. "Spanish Republican Twins" side-view drawings of DH-98 & SB-2. "Lancaster Variants" 2 pages with notes and drawings. 7 close-up photos of Boomerang A-46-30.

(Editor's note: APMA is one of the top magazine for modelers around. Beside the great articles listed above, this issue contains articles with drawings and modeling information on: USS Monitor, RallyFiat 131, Newshounds diorama, Russian T-34 ARV, & NSW Bushfire Brigade Tanker.)

IPMS(NSW) NEWS & VIEWS (IPMS/New South Wales, PO Box 637, Broadway, NSW 2007, AUSTRALIA; subscription \$8.00 Australian, add \$2.00 for airmail)

2/85 (10 pages) "RAAF Aircraft of WW2 Part 2: B-25D/J" 3 pages with 3 side-view drawings and serial list. "Aircraft of the RAAF: CAC Boomerang Part 1" 2 pages with 3 side-view drawings. Side-view drawings of P-40N of NEIAF 'Snafu' & RAAF 'A29-650'.

AUSTRIA

OFH NACHRICHTEN (Oesterrichische Flugzug Historiker, Kannwegasse 1/15, A-1150, Wien)

2/85 (32 pages) "Grunau Baby" 3 pages including 1/72-scale drawings. "Fiat CR 32 'Chirri'" 13 pages including 5 photos and 1/72-scale drawings of aircraft in Austrian service. "Osterr. Luftfahrt Museum" 4 pages including 2 photos (Venom 'J-1733' and LIM-2 '1326'; other aircraft at museum include Cessna 150, An-2, PZL TS-11, & Saab J-29F).

PANORAMA (IPMS/AUSTRIA, Nordmannngasse 11-13/4/6, A-1210 Wien)

2/85 (36 pages) "Austrian Airlines" 4 pages including 7 photos.

BELGIUM

KIT (IPMS Belgium, Te Couwelaarlei 103 bus 21, B-2100 Deurne; 4 issues for US \$8.00, add \$2.00 for airmail, no personal checks accepted because of high cost of cashing)

#57 (44 pages) "Advanced Flying School Spitfires of Brustem: Part 2" (14 pages including 9 photos, 5 pages of 1/72-scale 3-view and side-view drawings, and table of individual aircraft histories. "Aviation Civile: Upgrading the Heller Constellation" 11 pages including 5 pages of 3-view drawings.

BRAZIL

EM ESCALA (IPMS-BRAZIL, Rua Arquias Cordeiro, 316 S/502, CEP 20770, Meier, RJ)

11/1 (20 pages) Nothing of small-air-force interest.
11/2 (20 pages) "FW 44J" 7 pages including one photo, four 3-view drawings, and detail (instrument panel, seats, etc.) for the Stieglitz in service with the Brazilian Navy and Air Force, Brazilian civil Aero Club, and Argentine Air Force.

CANADA

HIGH FLIGHT (Box 393, Stittsville, Ontario K0A 3G0; 6 issues for CAN \$15)

Nothing received since 3/4

RANDOM THOUGHTS (IPMS CANADA, Box 626, Stn. B, Ottawa, Ontario K1P 5R7; 6 issues for \$12.00 in US, \$13.00 others)

17/1 (24 pages) "Tupolev Tu-154" 14 pages including 14 photos and 14 side-view drawings. "A Civil Voodoo" 2 pages with 6 photos of Colorado State University's Severe Storm Research 'Grey Ghost' N8234.

17/2 (24 pages) "Canadian Coast Guard B0-105CBS" 8 pages including 16 photos. 1/48-scale drawings, and conversion information. "North American Yale" 11 pages including 5 photos, 9 side-view drawings, 1/48- and 1/72-scale drawings, and modeling instructions. "The next RT article in what may turn out to be a series will be on the K10W1 'Oak'. One item of interest that came to light out of a vast pile of research is that everything ever written for modelers in Harvard I conversions is wrong! Wait for the RT article on that one!"

CZECHOSLOVAKIA

LETECTVI + KOSMONAUTIKA (Available by trade from SAFCH members in Czechoslovakia.)

4/85 (44 pages) "6288 Kilometru Evropou 1929" 2 pages with photos of Avia BH-11B. "Plastikovy Los" 2 pages with 4 photos and 1/72-scale drawing of underside of P-37. "Mitsubishi Ki-15 (C5M)" one page with 2 photos and 3-view scale drawing. "VSM-40/VT-100 Demant - Part 1" 3 pages with 6 photos of Czechoslovak glider. "Suchoj Su-26" 1/2 page with one photo and small 3-view drawing. "Kellner a Bechereau E-60" 1/2 page with 2 photos and small 3-view drawing. Color photos: L-410UVP & L-39.

5/85 (44 pages) "Visit to a helicopter unit" 2 pages including 2 photos of Czechoslovak helicopters. "PZL-130 Orlik" 2 pages with 3 photos and small 3-view drawing. "Plastikovy Los" 2 pages with 2 photos, 2 sketches of interior detail, and 3 1/72-scale side-view drawings. "Lockheed P-80 Shooting Star" one page with two photos and scale 3-view drawing. "VSM-40/VT-100 Demant - Part 2" 3 pages with 4 photos. "Grumman X-29A" 1/2 page with one photo and small 3-view drawing. "Wittman-Lewis XNBL-1" 1/2 page with 2 photos and small 3-view drawing. Photos: FW-190D, FW-189A, Me-163S, Me-262A, & He-162A in Soviet markings. Color side-view drawings: MS-450, Hurricane I, Avia Av-135 (Bulgarian), Ki-15-1, & Lockheed YP-80A.

6/85 (44 pages) "SPAD" one page of 5 photos of Czechoslovak museum Spad VII. "Great Flights for the Raymond Orteiga Prize" 3 pages with photos of Potez 25-O, Sikorski S-35, Bernard 18GR, & Levasseur PL-8; and small 3-view drawing of Bellanca WB-2. "Flettner Fl-282 Kolibri" one page with 2 photos and scale 3-view drawing. "Plastikovy Los" 2 pages with 3 photos, 2 sketches of machine-gun positions, and 1/72-scale front and side-view drawings. "VSM-40/VT-100 Demant - Part 3" 4 pages including 4 photos, full-page scale 3-view drawing, and 6 color side-view drawings. "Grob G-112" 1/2 page with one photo and small 3-view drawing. "Potez 75" 1/2 page with 2 photos and small 3-view drawing. "Hungarian Insignia" 1/2 page on Hungarian Air Force marking immediately after WWII; includes sketches of the little-known "triangular" and the more common "star in circle" form with photos of a Golya (Storch) carrying the former insignia and an Avia C-2 (Arado) carrying the latter insignia. Photos: 3 photos of Polish MiG-21.

7/85 (44 pages) "Heroes of the great Flights - Nungesser" 6 photos and small 3-view drawing of 'Oiseau Blanc'. "Caproni Ca-309 Ghibli" one page with 2 photos and scale 3-view drawing. "Mucha Standard" 3 pages with 5 photos, 1/72-scale 3-view drawing, and 3 side-view drawings. "Commonwealth Boomerang - Part 1" 3 pages including 6 photos and cut-away drawing. "Northrop X-4" 1/2 page with 2 photos and small 3-view drawing. Color side view drawings: Vickers Vimy, Curtiss America, Levasseur PL-6, Fokker C-2, Ryan NYP, Curtiss NC-4, Dornier Wal (Spanish), Fairey IID (Portuguese), Bellanca WB-2, & Savoia S-55.

8/85 (44 pages) "Letov S-328" 2 pages with 4 photos. "Potez 560" one page with 2 photos and small scale 3-view drawing. "Commonwealth Boomerang - Part 2" 4 pages with 5 photos, full page scale 5-view drawing, and 5 color side-view drawings. "ANT-69" 1/2 page with one photo and small 3-view drawing.

9/85 (44 pages) "Sturmoviki" 5 pages including 7 black & white and 2 color photos of Su-25 Frogfoot in Czechoslovak markings. "Iljushin Il-2 M-82" one page with 2 photos and scale 3-view drawing. "Tupolev Tu-104 - Part 1" 3 pages with 6 photos. "Cybin LL" 1/2 page with one photo and a small 3-view drawing.

DENMARK

NYT (IPMS DENMARK, c/o Kai Willadsen, Kastellet 54/322, 2100 Kobenhavn 0 (01) 12 94 51. 4 issue for 70 Dkr surface, 80 Dkr airmail)

#28 (44 pages) "20 Years Later - The History of IPMS-Denmark" "Hawker Nimrod" 6 pages including 6 photos and 2 pages of scale drawings ('170' in silver and in camouflage).

ENGLAND

MAGAZINE (IPMS ENGLAND, Flat 4, 18 Delancey St., London NW1 7NH; 6 issues for US \$20.00 + \$1.00 joining fee) Nothing received since 1/85

PLASTIC KIT CONSTRUCTOR (PKC, 22 Slayleigh Ave., Sheffield S10 3RB, South Yorkshire. USA/Canada: J.J. Daileda, 4314 West 238th St., Torrance, CA 90505.) Nothing received since #7

WIND-SOCK (Albatros Productions Ltd., 10 Long View, Chiltern Park Estate, Berkhamsted, Herts., HP4 1BY ENGLAND; 4 issues \$12.74)

Nothing received since 1/1

FINLAND

MALLARI (IPMS FINLAND, PL 798, 00101 Helsinki 10; issues #49-52 US \$6.50, add \$1.00 for airmail and \$1.50 for personal bank cheque redemption)

50 (8 pages) "Folland FO.141 Gnat F.Mk.1 & F.R.Mk.1" 6 pages including 5 b&w photos, one color photo, 2-page color 4-view drawing 'GN-101 Kreivi von Rosen', 1/72-scale 4-view drawings of both versions, and sketches of cockpit interior, ejection seat, & landing gear. Three color photos of Finnish vehicles (mobile repair shop, Hawk T.Mk.51, & BTR-60) for article on camouflage colors of Finnish aircraft and AFVs which will appear in MALLARI 51.

FRANCE

LA VITRINE DU MAQUETTISTE (IPMS FRANCE, 3 rue de l'Amiral Roussin 75015 Paris; 4 issues 60FF surface, 80FF air; back issues 12FF; "La Lettre de l'IPMS" 25FF.)

#22 (44 pages) "Canadair CL-215" 7 pages including 15 photos (one in color) and 4 drawings of details. "Le P.63 Kingcobra" 6 pages including 15 photos (3 in color) of P-63 in French markings and drawings for improving on the Aoshima kit. "Les T-6 de l'Ejercito del Aire en 1980" 3 pages with 11 photos. "Le Dornier Do 24 Hollandaïs" 9 pages including 5 photos, 4 side-view drawings, & 1/72-scale centerfold.

GERMANY

MITTEILUNGEN (IPMS GERMANY, Oertzenweg 12b, 1000 Berlin 37; DM 42.00 Europe, DM 49.00 USA, DM 55.00 Japan, DM 61.00 Australia)

6-85 (30 pages) Nothing of small-air-forces interest. 7-85 (30 pages) "LWS-3 Mewa" 4 pages of 1/72-scale drawings. "MiG-3" one page of 3 side-view drawings. "Heinkel-Flugzeugtypen: He 70" 4 pages with 7 photos, tables, & 1/72-scale drawings.

ITALY

IL NOTIZIARIO (IPMS ITALY, CP 182, 41100 Modena Ferrovia)

16/1 85 (32 pages) Nothing of small air force interest.

JP-4 (CP 1550, 50100 Firenze; L 27.000 Europe, L 30.000 elsewhere)

3/85 (88 pages) Photo: Venezulean HU-1H. "In Volo con il PC-7" 7 pages with 9 photos [Iraq, Bolivia, & Malaysia (color)]. "IA-63" 4 pages including 4 photos (2 in color). "Skyhawk Targati Kiwi" 3 pages including 3 photos (2 in color) and list of RAN/RNZAF serials. "Corsari" review of Corsair kits with 4 color side-view drawings (one Honduran).

4/85 (84 pages) Photos: Libyan G.222 (color), Thai F.27 Maritime '663', and TANS Peru PC-6/B2. "T-35 Pirlan" 7 pages including 4 color photos, 3-view drawings, & cut-a-way drawing. "Con Tre Motori senza Fortuna" 4-pages with 4 photos on the flight of a S.71 from Italy to Brazil in February 1933. "Delfino e Albatross" 2-page modeling article with 4 color side-view drawings of 1-29 [Czech, Soviet, Egyptian, & Uganda (incorrectly identified as Ghana)] and sketches of cockpit interior.

5/85 (84 pages) Photos: Nigerian MB.339 'NAF 308'.

6/85 (100 pages) "Operazione Etiopia" 4 pages including 11 photos [Soviet An-12 (color) & Mi-8 (color); Italian G.222 (color); Libyan An-26; & Ethiopian An-12). "L'Italia al Grand Palais" 2 pages including 3 photos. "Saab J28 'Botte Volante'" 3 pages including 5 color side-view drawings (Swedish, UN, & Austria) and 3 sketches of cockpit interior.

AEROFAN (Gioglio Apostolo, via Ampere 49, 20131 Milano, ITALY; 4 issues for US \$16.00; each issue contains a 2 page summary and photo captions in English)

1/85 (34 pages) Photo: Czech Avia B-534 'D 10' which crashed in Italy 10 November 1938; the pilot said he wanted to reach the Spanish Nationalist forces. "Un Biplano Italiano nei Cieli Ungheresi: Part 1" 5 pages including 11 photos of Hungarian CR-42 and English summary; this part takes the story up to the entry of Hungary into the war. "Un Aeroporoto per l'Urbe: Part 2" 8 pages including 15 photos [S.75, Ambrosini S.7 & S.1001, Avia FL.3 (helped train Israeli pilots in 1948), Caproni 148, Macchi MB.320, etc.]. "Il Breda 18 per il Concorso 'Aereo Sicuro'" 4 pages on an aircraft designed for the 1929 Guggenheim "safe aircraft" competition includes 8 photos and 3-view drawing. "Caproni Ca 113: Un Biplano Acrobatico Famoso" 9 pages including 14 photos, 1/72- and 1/48-scale 3-view drawings, and English summary. "Lunedì 12 Febbraio 1945: Un Difficile Incontro per i Bf 109G del II Gruppo Caccia con i B-25J del 310° Bomber Group nel Cielo de Legnago" 4 pages with 4 photos. "Il Registro Aeronautico Italiano 1921-1983" 2 pages (I-AWAB to I-AYAX) including photo of Gabardini Tipo Alpi 'I-AWAS'.

MALTA

MODELAID INTERNATIONAL (206 Old Bakery St., Valletta, Malta; 7 issues per year \$27.50 airmail)

#8 (32 pages) "Fokker's Tripe" 2 pages with scale 4-view drawing and 7 side-view drawings. "Tank's 190" 5 pages with 2 pages of scale drawings, a one-page color 4-view drawing, and three 1/72-scale cockpit interior cut-outs. "Air War in the Med: Maltese Mosquitoes" 3 pages with photo and color side-view drawing of Mosquito 'YP-A'. "Camouflage & Marking 7: Italian Air Forces 1935-1945" Last part on Italy; includes 6 photos and color

side-view drawings of Ro.37, Z.501, D.520, Be.88, & SM.81). "Tiger Tiger" 6 pages including 2 pages of scale drawings (delineating differences between short- and long-nose versions), 10 side-view drawings, and two 1/72-scale cockpit interior cut-outs.

#9 (34 pages) "Aermacchi MB-339" 6 pages including full-page 1/72-scale drawings, 5 side-view drawings (one Argentine and 4 Italian) and text with photos from converting the ESCI MB-326K into a MB-339. "The Nimrod" 4 pages including full-page 1/72-scale drawings, 3 photos, 3 color side-view drawings (2 RN and one Danish), and two cockpit cutouts in 1/72 scale. "Air War in the Med: Spitfires to Malta" 3 pages including one photos and one color side-view drawing. "The Big T" 8 pages including 2 pages of 1/72-scale drawings, 3 color side-view drawings (USAAF, RAF, Dominican Republic), 10 b&w side-view drawings (8 USAAF, one RAF, one Iranian), 4 photos, 3 cockpit cutouts in 1/72 scale. "Flying Colours: The Regia Aeronautica Cobelligerante" 2 pages including 4 photos (P-39, Baltimore, Ju-87, and Spitfire).

NORWAY

LIMTUBEN (IPMS-Norway, c/o Nils Mathisrud, Ola Valdris vei 17, 1340 Bekkestua, NORWAY)

2/83 (24 pages) Full-page color photos: RNoAF Spitfire XI 'A-ZB' and Fokker C.VD '349'. One page of 20 side-view drawings of post-WWII RNoAF Force aircraft.

1/84 (20 pages) "Consolidated PBV-5A Catalina i Norske Farger" 4 pages including one photo, drawing of squadron badge, and drawings of 'C-KK' gloss sea blue finish. Full-page color photos: RNoAF Spitfire IX 'EN-C' & CF-104 '900'. "Norsk Flyveruniform 1941-1945" 2 pages including drawing of insignia and flying uniform worn by Norwegian pilots in WWII. "CF-104 Starfighter del 3" 3 pages including 11 photos of aircraft and its details and 1/72-scale 3-view (top, bottom, side) drawings of '730'. Photo of RNoAF UH-1B 'SI-A'.

2/84 (20 pages) "Nike Hercules" 6 pages including 5 photos, 3 scale side-view drawings, and a page of modifications to the Revell kit (these missiles carry RNoAF roundels). "Kongsberg Vapenfabrikk Penguin Mk.3" 2 pages including 5 photos and scale side-view drawing of Norway's Penguin missile.

SINGAPORE

SCALE PLASTIKS (Plastic Modellers Society Singapore, 32 Mangis Rd., Singapore 1542).

#2 (18 pages) "Recon Report" 2 pages of news from Malaysia, Indonesia, & Thailand. "McDonnell Douglas A-4 Skyhawk: Its Development" 5 pages with drawings of the YA-4A & A-4C.

#3 (20 pages) "Reconn Report" 2 pages of news from Australia, Indonesia, Thailand, & Singapore. "Plastik Review" review of Microscale's 1/48-scale decals for RNZAF and RSAF A-4's; many inaccuracies the worst of which is that the national insignia for Singapore is incorrect (the outer 'swirls' rotate the wrong way). "A-4 Skyhawks: Its Variants" 12 pages with text for A-4A through A-4L; side-view drawings of RAN A-4G '885' & TA-4G '880', Israeli A-4H '222', RNZAF A-4K '208' & TA-4K '252', and Kuwait A-4KU & TA-4KU (delivery scheme with no markings).

SOUTH AFRICA

AFRICAN AIR REVIEW (AVIATION SOCIETY OF AFRICA, PO Box 1413, Alberton 1450; 4 issues for US \$12.00)

Apr/Jun 85 (20 pages) Photo: CASA 212 'T300' of the Bophuthatwana Defence Force. Military news from Angola, Bophuthatwana, Botswana, Ciskei, Mozambique (MiG-21, MiG-17, MiG-15UTI, An-26, An-24, C-47, Noratlas, Harvard, Mi-24, Mi-8, Puma, Alouette III, Do.27A, Cherokee, & Cessna 180; with numbers obtained and serials were available), Venda, and Zimbabwe (serials for Bell 205, CASA 212, Agusta-Bell 412, & SF.260).

SWITZERLAND

VIRUS PLASTICUS (IPMS SWITZERLAND, c/o Mathias Weichelt, Zelgstrass 27, 3027 Bern; 4 issues for Sfr 24) 102 85 (46 pages) "Le Mirage (6)" 8 pages with 4 photos. "Fokker C.V (2): Die E+W C-35" 4 pages with 1/72-scale drawings of C-35 'C-180' and table of data on C.V types. "Une Tournée 'Catalinesque'" 9 pages including 4 photos and 2 pages of drawings of Catalina 'CC-CNP'.

USA

WWI AERO (Leonard Opdycke, 15 Crescent Rd., Poughkeepsie, NY 12601; 5 issues \$20)

#105 July 1985 (98 pages) "Cockpits/Instruments" 14 pages including 32 photos. "Evolution on the Gotha G.VII, G.VIII, and G.IX" 8 pages including 17 photos [2 photos of Belgian G.IX(LVG). Does anyone have more on these aircraft? Looks like a great subject for a SAFO article.] "The Sanders Teacher" one-page scale drawing of an early "flight simulator". "Albatros Biplane Taube" 5 pages of scale drawings. "Action over the Adriatic 21 August 1918" 3 pages including 3 photos describing combat between American Macchi M.5s and Austrian Phoenix D.I.

#106 Sept 1985 (98 pages) "MacKenzie-Kennedy" 7 pages including 6 photos & 2 drawings of work on 'gaint' planes in Russia and UK. "Hanriot-Dupont HD-1" 20-page history of the aircraft in the RAF Museum including 32 photos 8 pages of scale drawings. "Cockpit/Instruments: Part 2" 6 pages of photos and drawings. (Editor's note: Back in the "Wants & Disposals" is an announcement of a technology that caught me by surprise: "The Smithsonian Press announces the sale of the 1st 2 archival videodiscs. Each disc has 100,000 photos on it - the 1st is a/c alphabetically from Abrams to Westland; the 2nd is misc aviation items, events, people. The 3rd, out in October, will have only 50,000 photos, many in color, of a/c up to and including WWII. All three sell for \$39.95 each."

DIRTY PLASTIC (IPMS PHOENIX, 509 W. Camino Dr., Phoenix, AZ 85021; 4 issues for \$6.00.)

Summer 85 (20 pages) "Handley Page 0/400" 5 pages including 10 side-view drawings of British and US aircraft. "The Ultimate Conversion - Part Two" 2 pages of 3-view drawings correcting previously published drawings of the Watanabe K10W1 Oak. "Dewoitine D.560 & D.570" 2 pages of 3-view drawings for a 'simple' conversion from the Heller D.500 kit.

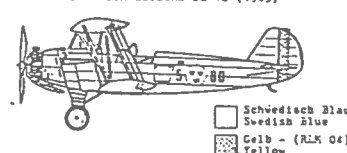
IPMS HAWAII (1650 Lehia St., Honolulu, HI 96818; \$5.00 per year for mainlanders and \$6.00 for those overseas.) #15 Nothing of small-air-force interest.

PRI-FLY (IPMS Washington DC, c/o Carol Fleckenstein, 1810 Michael Faraday Dr., Suite 101, Reston, VA 22090; 4 issues \$6.00 for US, \$7.00 all others.)

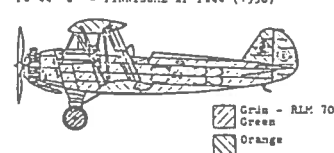
55 (16 pages) "Let's Build a DC-6" 2 pages beginning a series on building the Heller kit. "Japan's 'Fake MiG'" 2 pages with drawings on a specially marked F-4. "How the West was almost Won" 2 pages of drawings of Japanese Army bombs. "Getting out in a Hurry - Northrop F-89 Scorpion" one page of ejection seat drawings.

56 (16 pages) "Let's Build a DC-6: Part 2" one page. "Gilding the Goldfinch: Detailing the HUMA-Modell FW 44 'Stieglitz' in 1/72 Scale" 4 pages including 2 photos of model and drawing of cockpit interior. "How the West was Almost Won: Imperial Japanese Navy Bombs" 2 pages with color schemes. "Cramped, Cold, Comfortless: The Open Cockpit" one page of drawings of the Handley-Page Heyford's interior.

FW 44 "J" - SCHWEDISCHE SK 12 (1943)



FW 44 "J" - FINNISCHE AF 744 (1950)



Mig Mania

Part I:

Afghanistan, Albania, Algeria, Angola, & Bulgaria

Mig Mania can be defined as a quest for the obscure. Even though Soviet combat aircraft, particularly Mig fighters are perhaps the most widely exported and used fighter aircraft in the world, very little is known about them. Many countries that operate Migs are very picky about their privacy and obtaining a photo of one is nearly impossible. I have never seen a photo of an Angolan Mig or an Congolese Mig.

The Soviets have always used exports of modern combat aircraft as a means to influence world governments. The aircraft are sold at (by Western standards) very cheap prices, which appeal to many governments on tight budgets. As a result of Soviet policy, Migs have been exported nearly world wide, including nations that are not hard core communist states.

TABLE 1: KNOWN SOVIET EXPORTS

X = INFORMATION ON HAND, ILLUSTRATION PROVIDED OR IN PREPARATION
* = NO INFORMATION AVAILABLE. PHOTO, DESCRIPTION NEEDED.

	MIG-15	17	19	21(C-F)	21(J-N)	23(F)	23(GA)	25
AFGHANISTAN:	X	X	*	*	*			
ALGERIA:	X	X	*	X	*		X	X
ANGOLA:		*		X	*			
BANGLADESH:					X			
BULGARIA:	X	X	X	X	X			
CAMBODIA:	X	X						
CHINA:	X	X	X	X				
CONGO:		*			*			
CUBA:	X	X	X	X	X		X	
CZECH:	X	X	X	X	X		X	
EGYPT:	X	X	X	X	X			
ETHIOPIA:		*			*			
FINLAND:				X	X			
E. GERMANY:	X	X	X	X	X		X	
GUINEA:		*			*			
GUINEA-BISSAU:		*			*			
HUNGARY:	X	X	X	X	X		*	
INDIA:				X	X			
INDONESIA:	X	X	X	X	X		X	X
IRAQ:		X	X	X	X			
KOREA N:	X	X	X	X	*		X	X
LAOS:		*			*			
LYBIA:		*			*	X	X	X
MALI:	*	*			*			
MALAGASY REP:		*			*			
MONGOLIA:	*	*			*			
MOROCCO:	X	*			*			
MOZAMBIQUE:		X			*			
NIGERIA:		X			X			
PDRY:	X	*			X			
PERU:				*				
POLAND:	X	X	X	X	X			
ROMANIA:	X	X	X	X	X			
SOMALIA:		*			*			
SUDAN:		*			X			
SRI LANKA:		X						
SYRIA:	X	X	X	X	X		X	X
TANZANIA:		*		X	*			
UGANDA:		*			*			
UPPER VOLTA:					*			
VIETNAM:	X	X	X	X	X			
Y.A.R.	X	*			X			
YUGOSLAVIA:				X	X			
ZAMBIA:					*			

With the release of the KP Mig-21MF Fishbed J kit, all modern Mig fighters may be modeled in 1/72 scale (Mig-15 thru Mig-27). In this series of articles, I hope to provide in one location as much information on color schemes, markings for export Migs as possible. Research for this series has taken the better part of a year and there are many gaps in my information still unfilled. The single largest gap is in the area of African Migs; if any member can assist with information on these aircraft, please contact me.

Nicholas J. Waters III (SAFCH #2), 830A Kirkbride Ave., Pearl City, HI 96782

TABLE 2: KNOWN PRC EXPORTS AND TRAINER EXPORTS

X = INFORMATION ON HAND, ILLUSTRATION PROVIDED OR IN PREPARATION
* = NO INFORMATION AVAILABLE. PHOTO, DESCRIPTION NEEDED.

	F2	TF2	F5	TF5	F6	TF6	F-7	MIG-15UTI	L29	L39
AFGHANISTAN:								*		X
ALBANIA:	X	X	X		X	X	X			
ALGERIA:								*		
ANGOLA:								*		X
BANGLADESH:			*		X	X			*	
BENIN:								*	X	*
BULGARIA:								*		
CAMBODIA:					X			X		X
CHINA:	X	X	X	X	X	X	X	*		
CONGO:								*		X
CUBA:								X		X
CZECH:								X	X	X
EGYPT:		X			X	X	X	X	X	
ETHIOPIA:								X		X
FINLAND:								X		
E. GERMANY:								X		X
GUINEA:								*		*
GUINEA-BISSAU:								*		*
HUNGARY:								X	X	X
INDONESIA:								X	X	X
IRAQ:						*	X	X	*	X
KOREA N:					X	*	X	*	*	X
LYBIA:								*	*	X
MALI:								*		
MALAGASY REP:								*		*
MONGOLIA:								*		*
MOROCCO:								*		*
MOZAMBIQUE:								*		*
NIGERIA:								X	X	
PAKISTAN:			X		X	X		*	*	*
PDRY:								*	*	*
POLAND:								X	*	X
ROMANIA:								X	*	X
SAO-TOME:								*	*	*
SOMALIA:					X	*		*	*	*
SUDAN:		*	*	*	*	*		*	*	*
SRI LANKA:								X		
SYRIA:								X	X	X
TANZANIA:		*	*	*	*	*		*	*	*
UGANDA:								*	X	
UPPER VOLTA:								*	*	*
VIETNAM:								X		X
Y.A.R.								*	*	*
ZAMBIA:			*		*	*		*	*	*

NOREASTCON XV REGION I CONVENTION

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NEW YORK

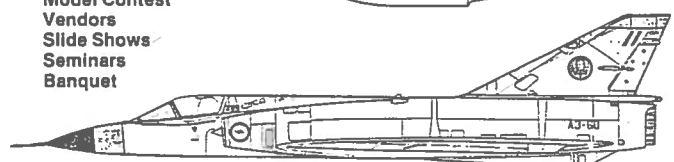
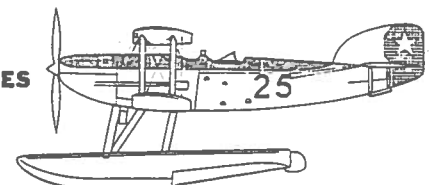
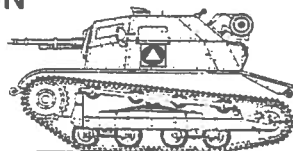
MAY 2-3, 1986

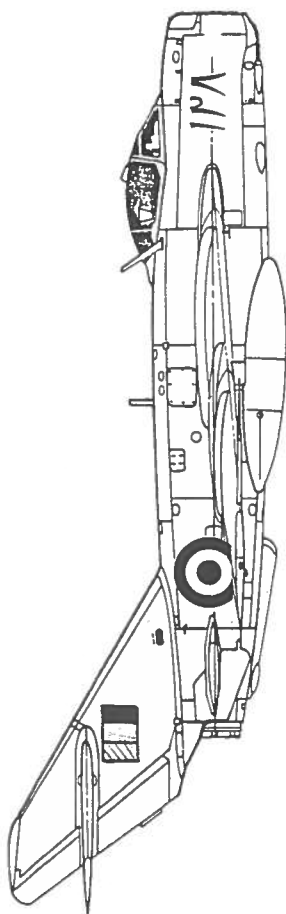
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504 Harvard Street, Vestal, NY 13850

SAFO #36 August 1985

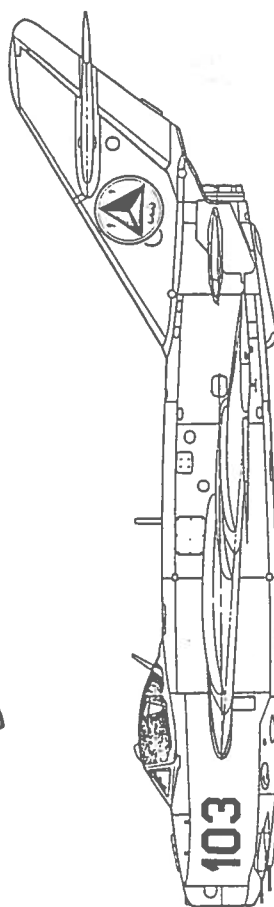
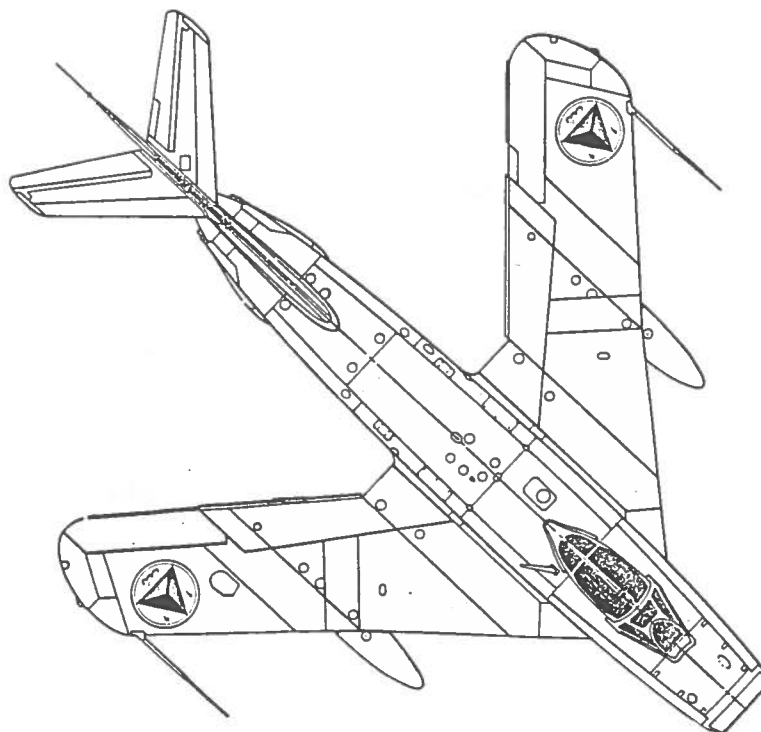
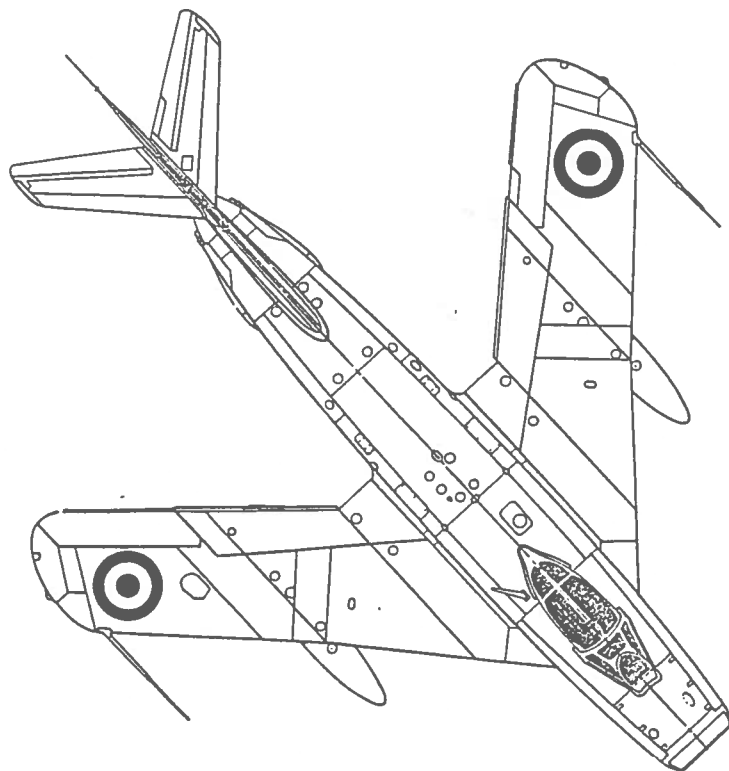
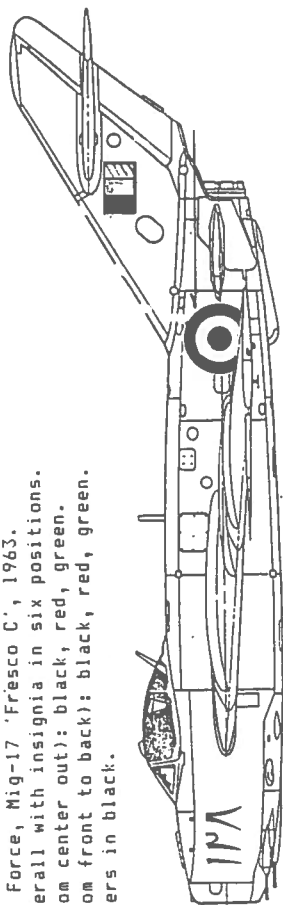
THEME:
SMALL ARMED FORCES
OF THE WORLD

Model Contest
Vendors
Slide Shows
Seminars
Banquet

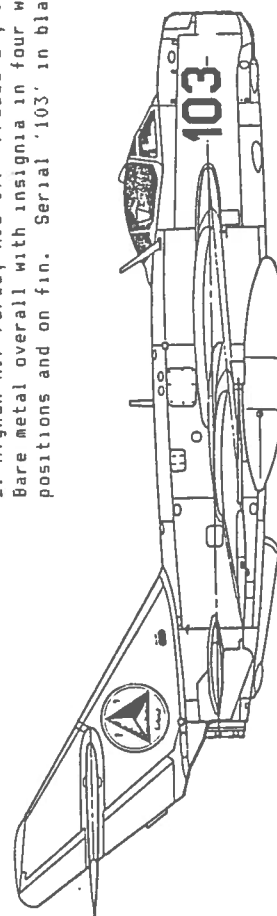


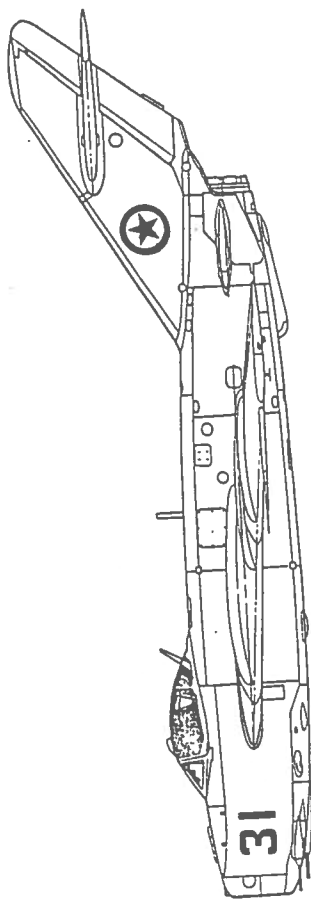


1. Afghan Air Force, Mig-17 'Fresco C', 1963.
Bare metal overall with insignia in six positions.
Roundel (from center out): black, red, green.
Fin flash (from front to back): black, red, green.
Arabic numbers in black.

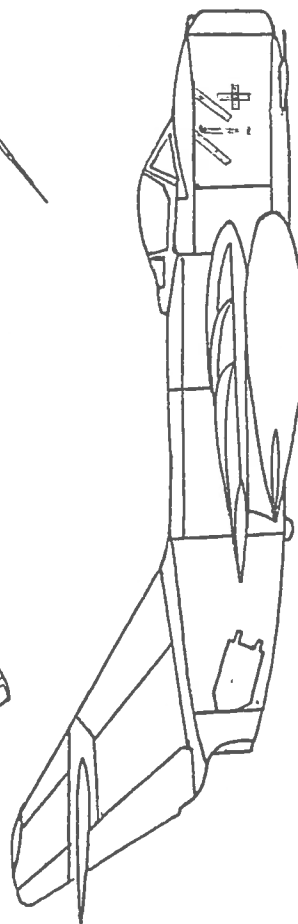
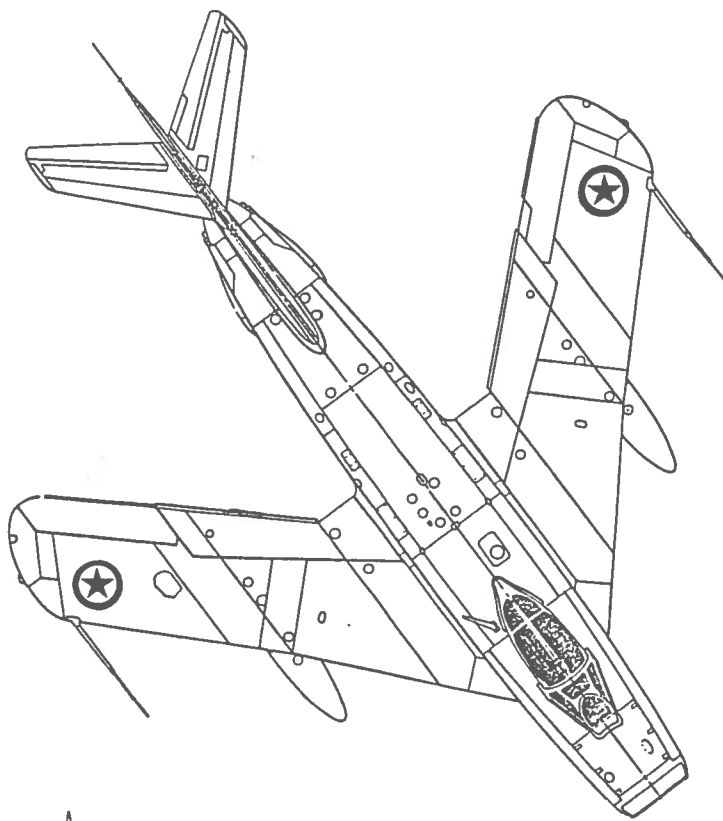
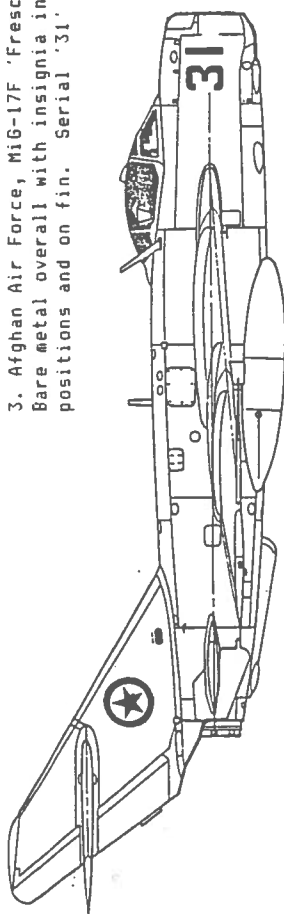


2. Afghan Air Force, Mig-17F 'Fresco C', 1978.
Bare metal overall with insignia in four wing
positions and on fin. Serial '103' in black.

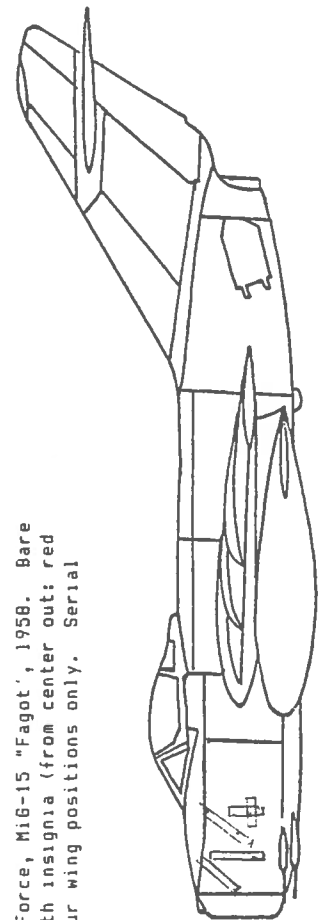
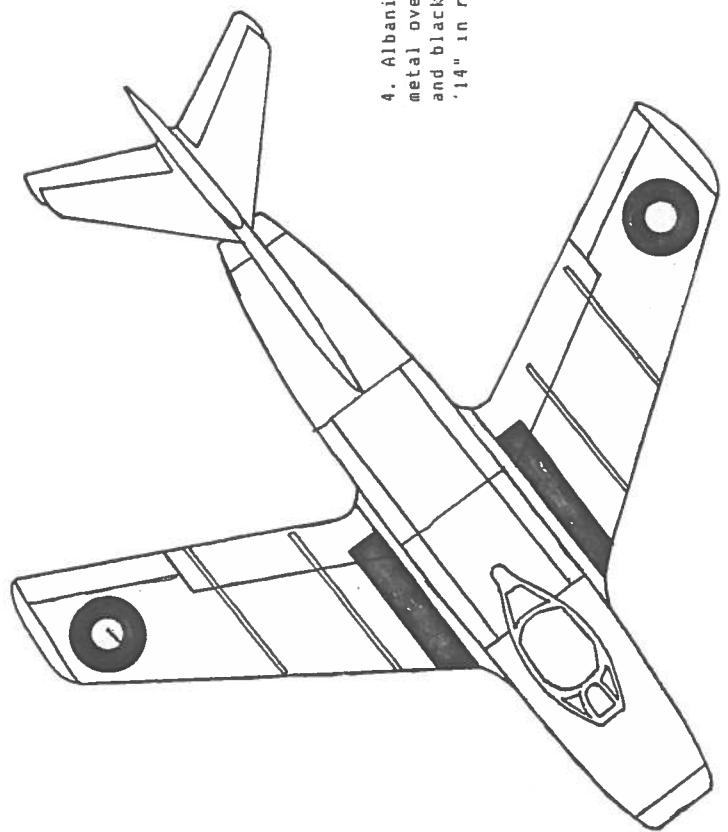


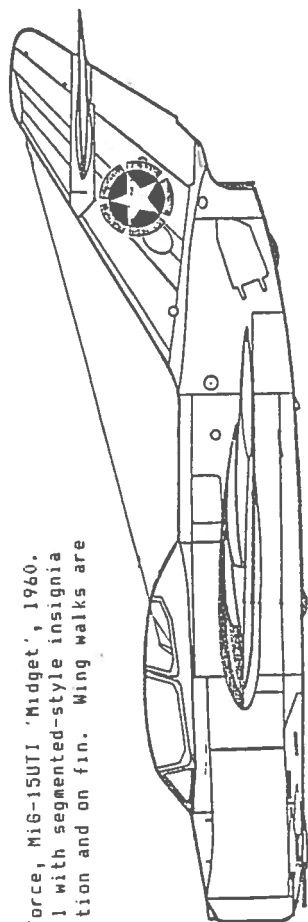
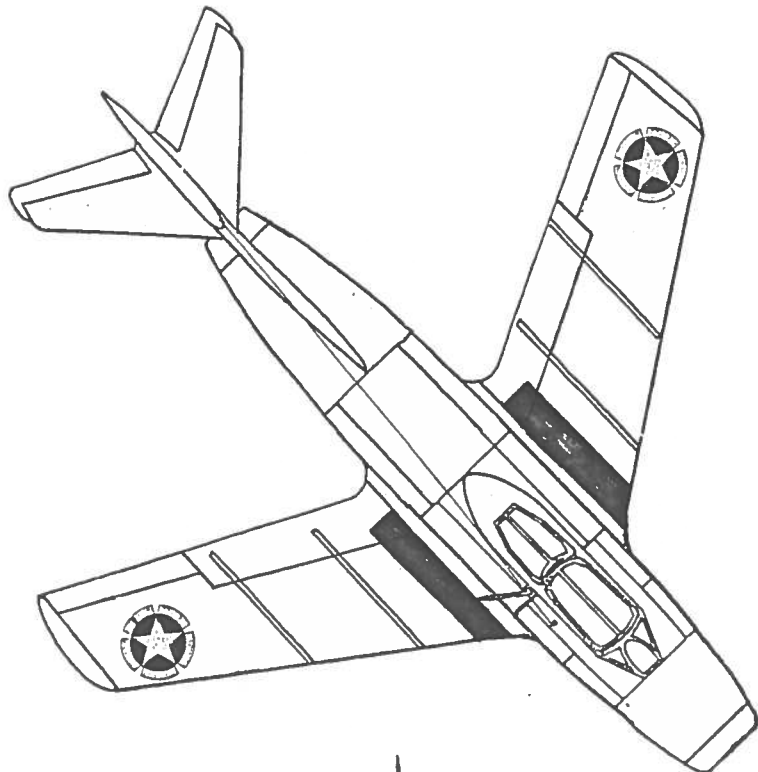


3. Afghan Air Force, MiG-17F 'Fresco C', 1981. Bare metal overall with insignia in four wing positions and on fin. Serial '31' in black.

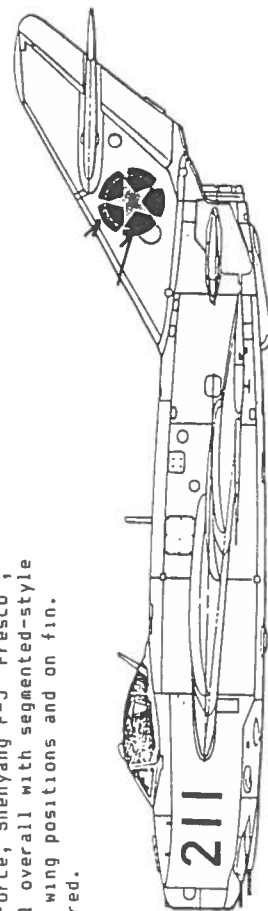
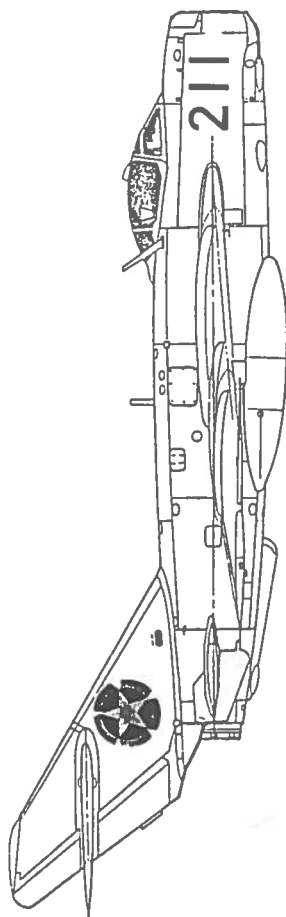
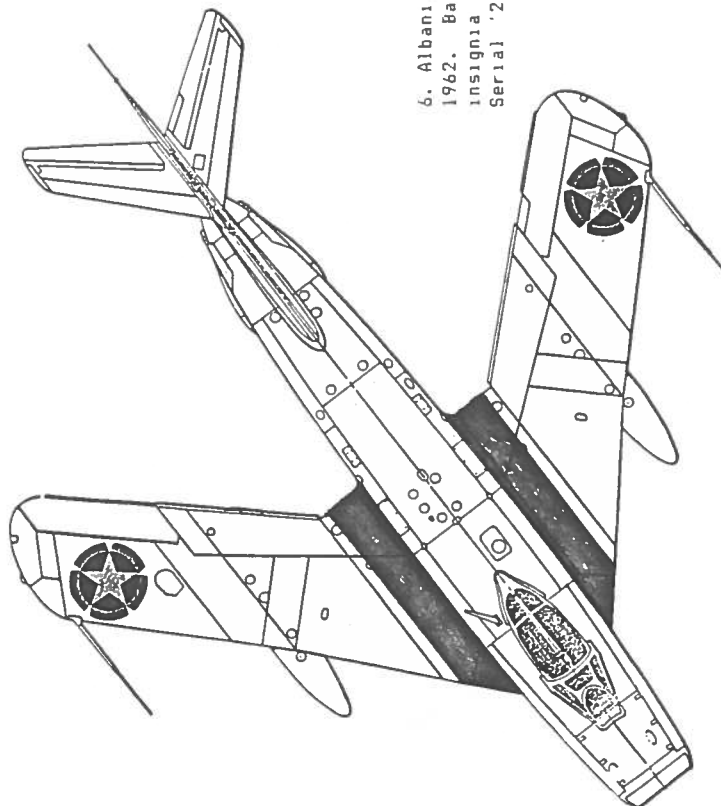


4. Albanian Air Force, MiG-15 'Fagot', 1958. Bare metal overall with insignia (from center out: red and black) in four wing positions only. Serial '14' in red.

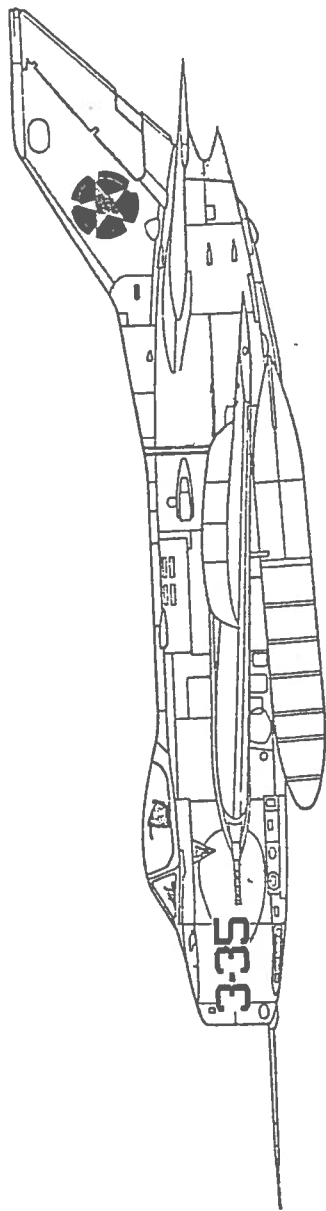




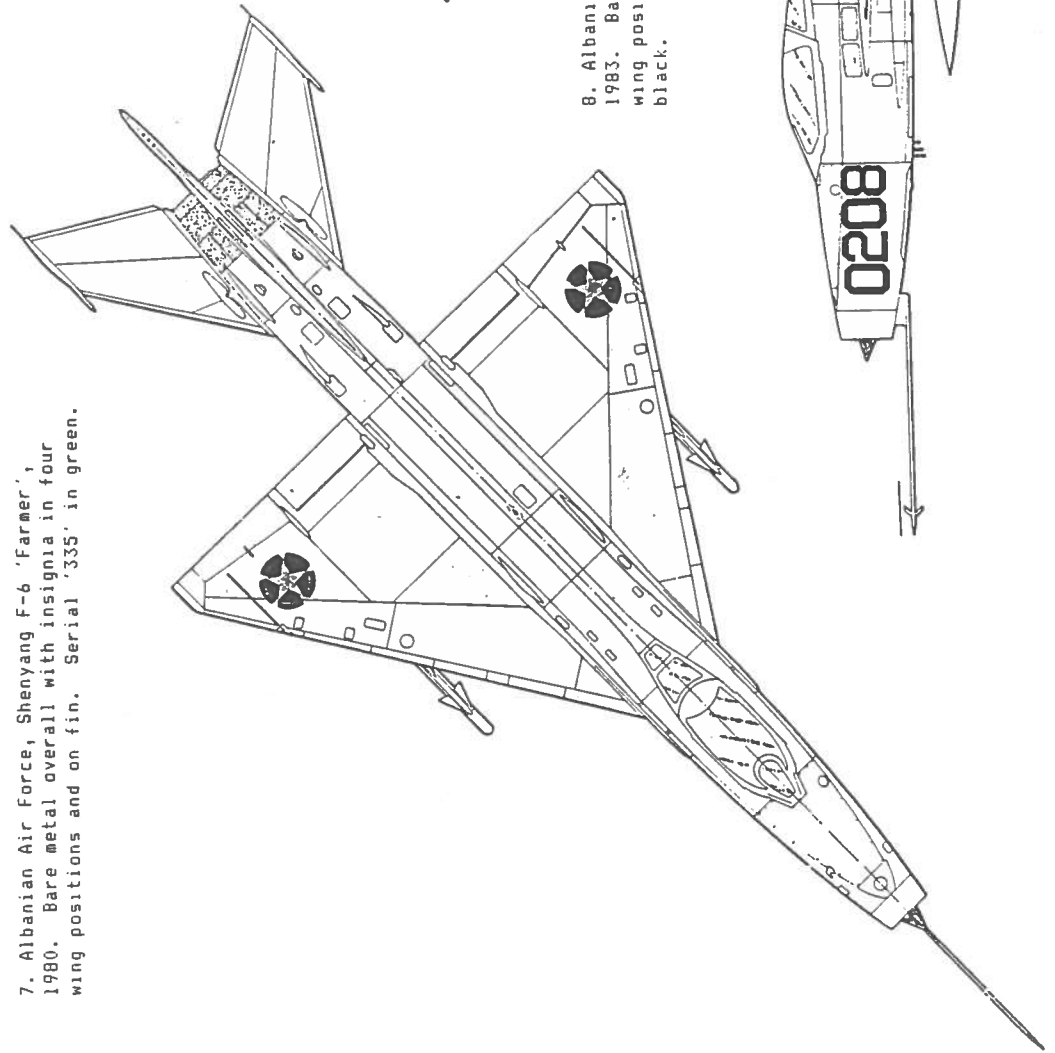
5. Albanian Air Force, MiG-15UTI 'Midget', 1960. Bare metal overall with segmented-style insignia in four wing position and on fin. Wing walks are black.



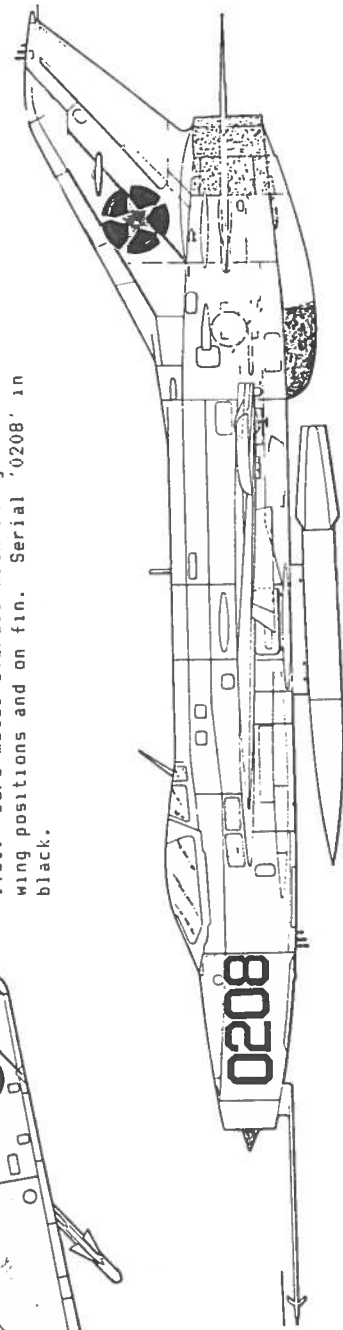
6. Albanian Air Force, Shenyang F-5 'Fresco', 1962. Bare metal overall with segmented-style insignia in four wing positions and on fin. Serial '211' is red.

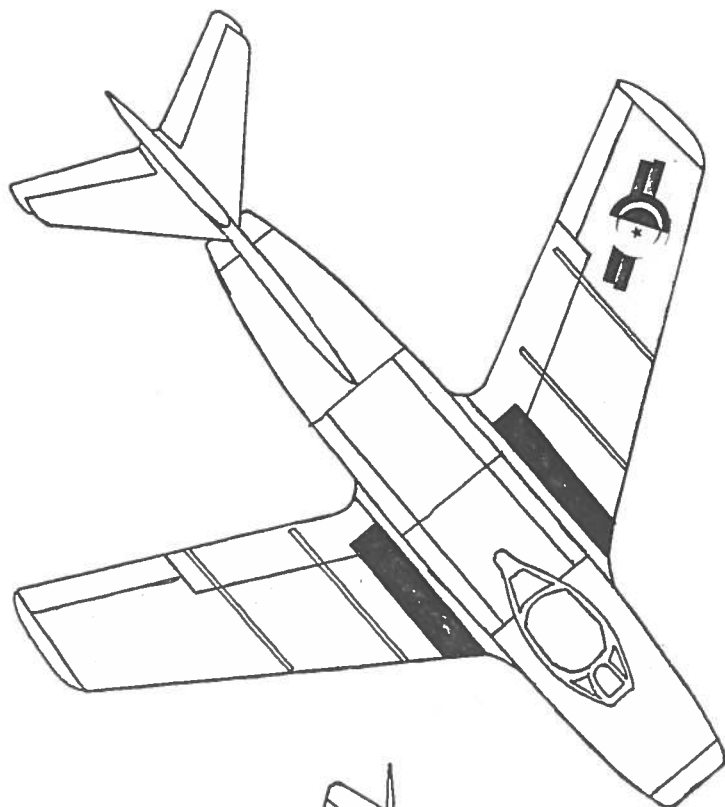


7. Albanian Air Force, Shenyang F-6 'Farmer', 1980. Bare metal overall with insignia in four wing positions and on fin. Serial '335' in green.

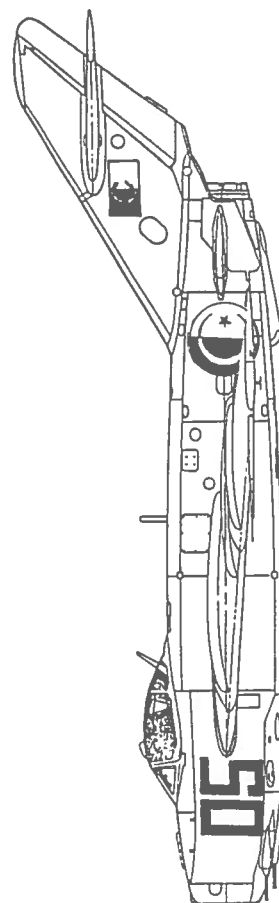
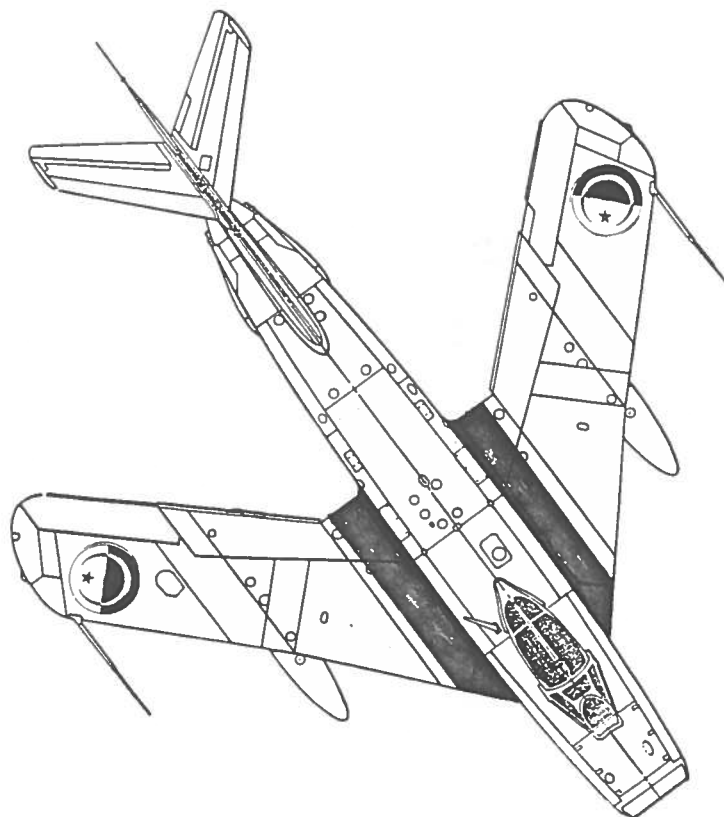
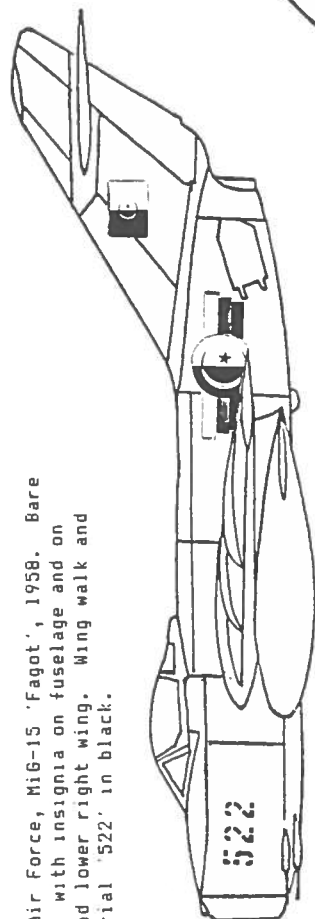
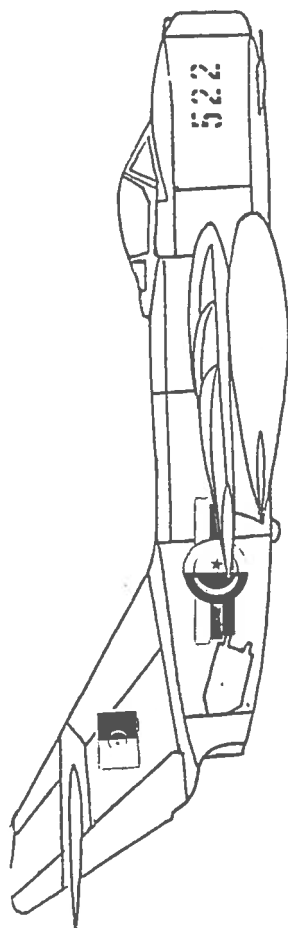


8. Albanian Air Force, Shenyang F-7 'Fishbed C', 1983. Bare metal overall with insignia in four wing positions and on fin. Serial '0208' in black.

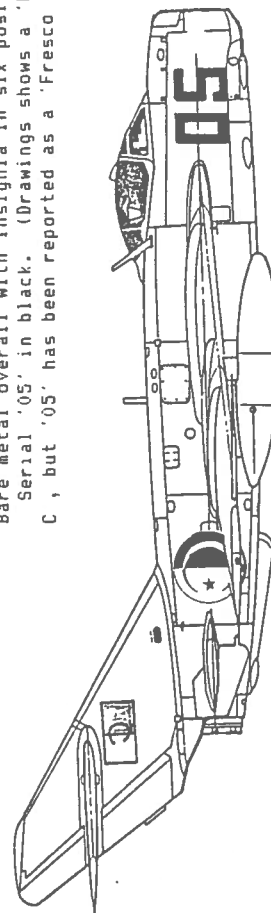


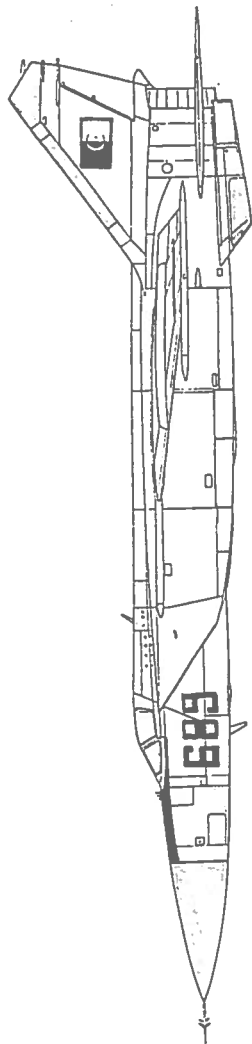


9. Algerian Air Force, MiG-15 'Fagot', 1958. Bare metal overall with insignia on fuselage and on upper left and lower right wing. Wing walk and stenciled serial '522' in black.

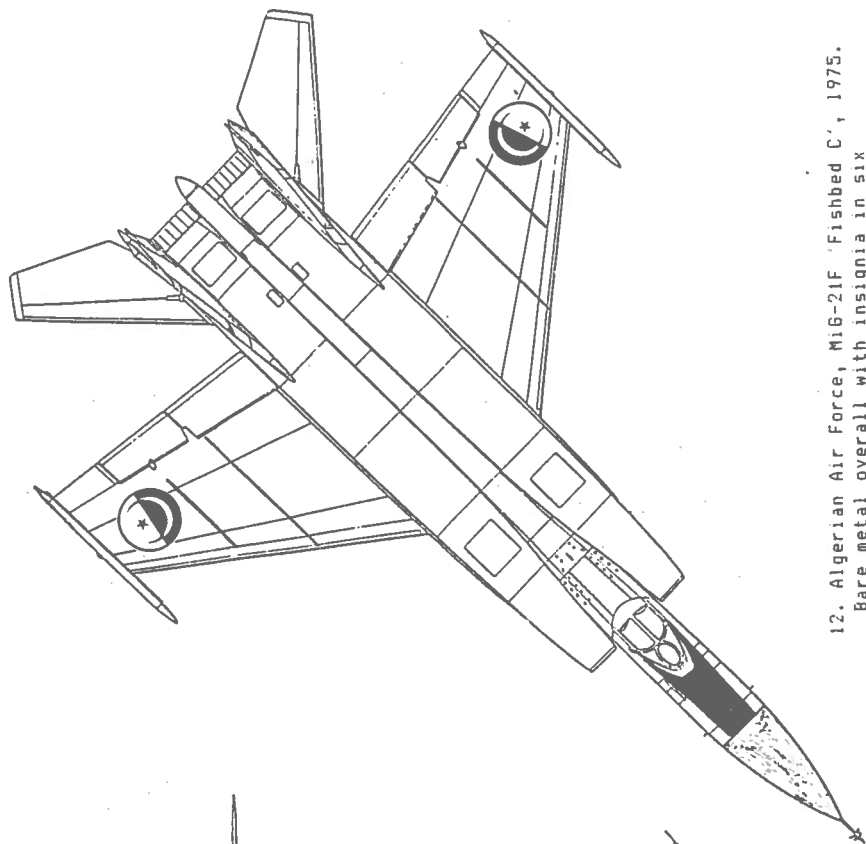
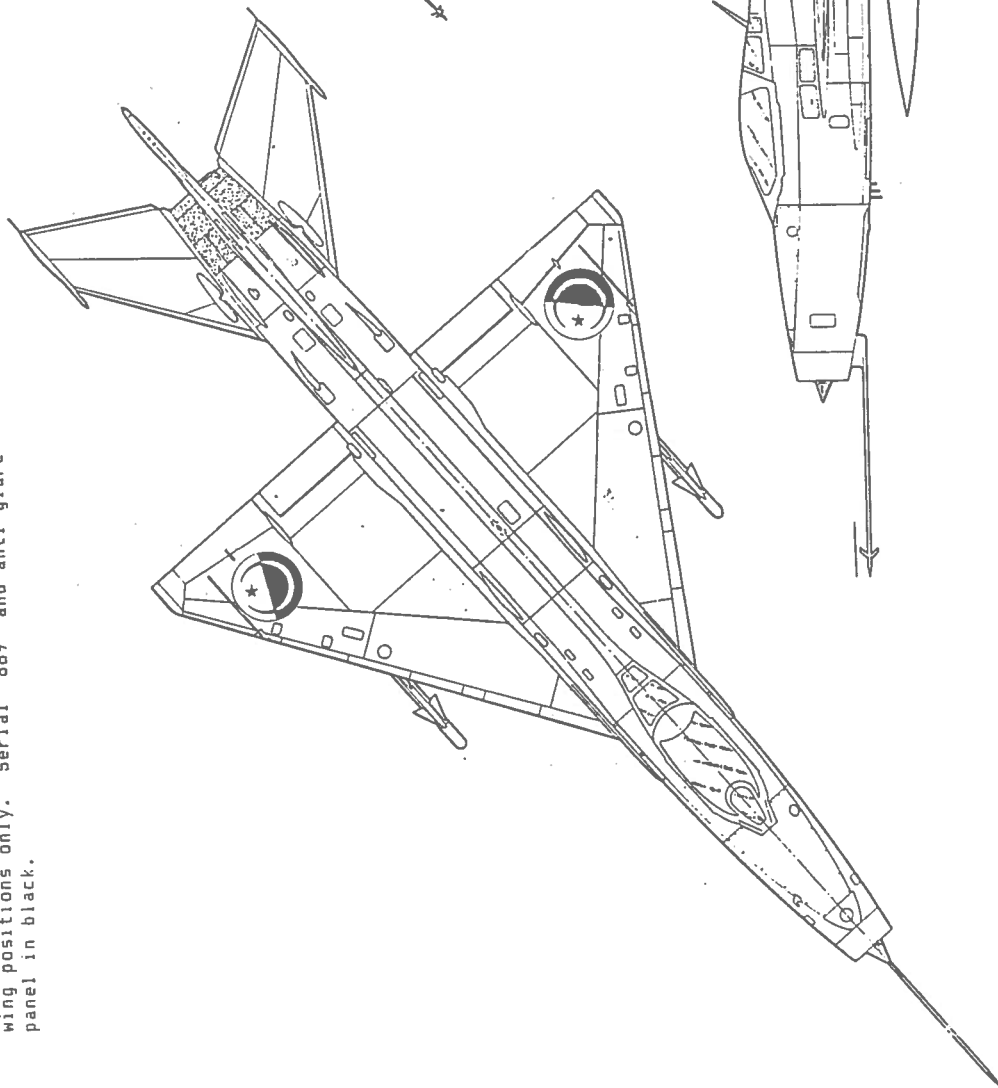


10. Algerian Air Force, MiG-17 'Fresco D', 1967. Bare metal overall with insignia in six positions. Serial '05' in black. (Drawings show a 'Fresco C', but '05' has been reported as a 'Fresco D'.)

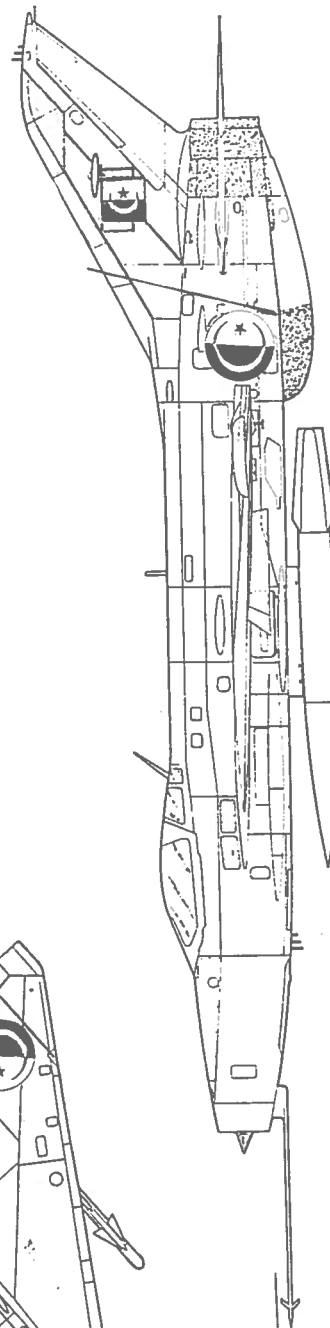


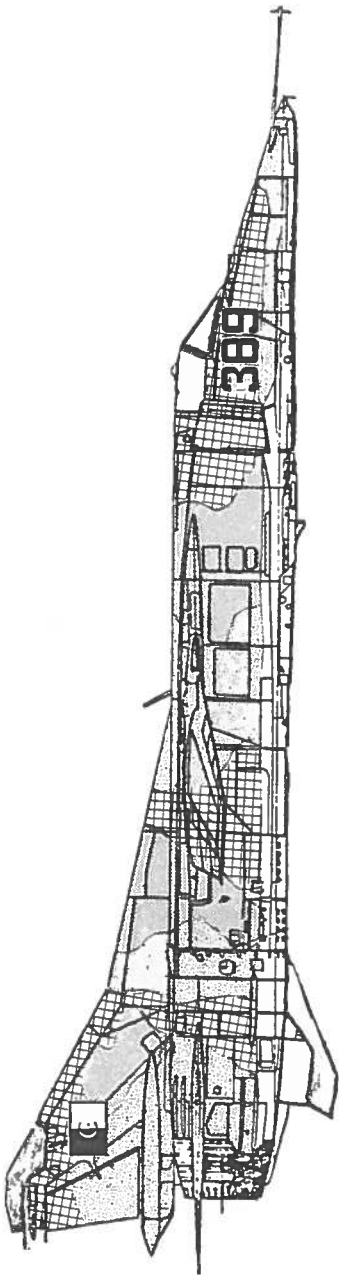


11. Algerian Air Force, MiG-25 'Foxbat A', 1980. Light grey overall with medium grey radome, fin tip, and tip of ventral fin. Insignia in four wing positions only. Serial '689' and anti-glare panel in black.

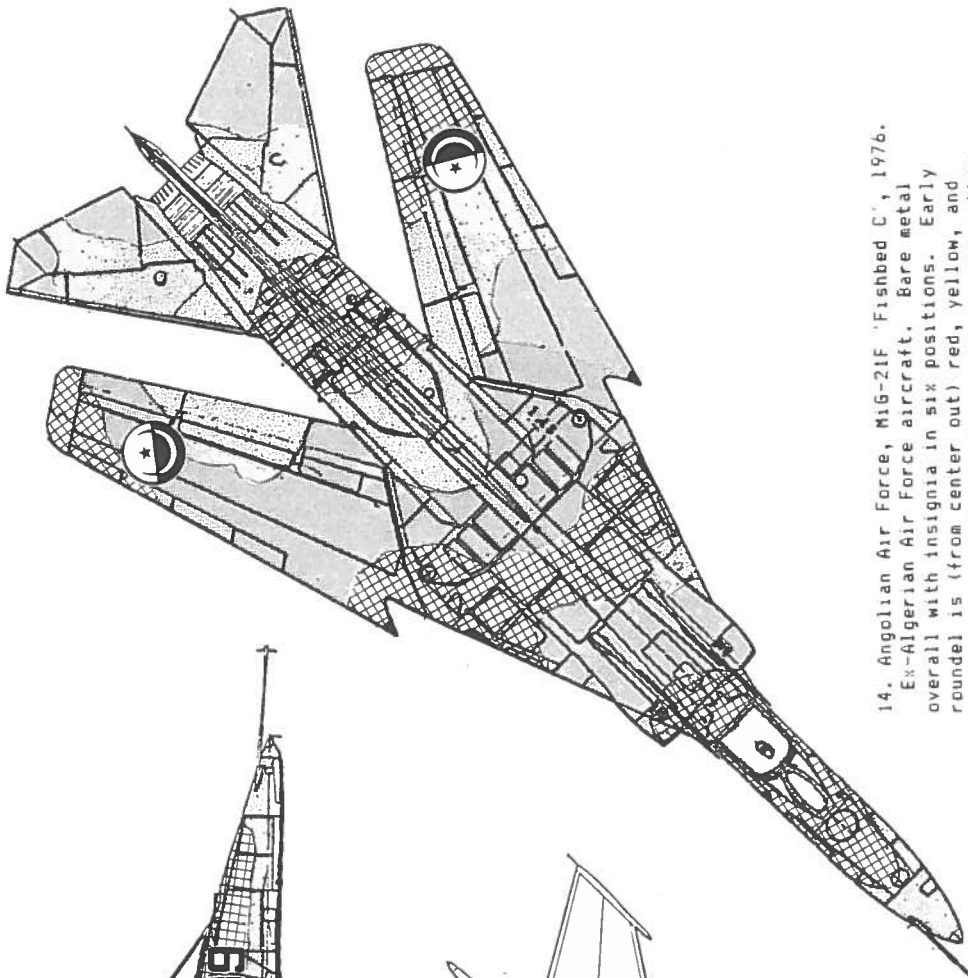
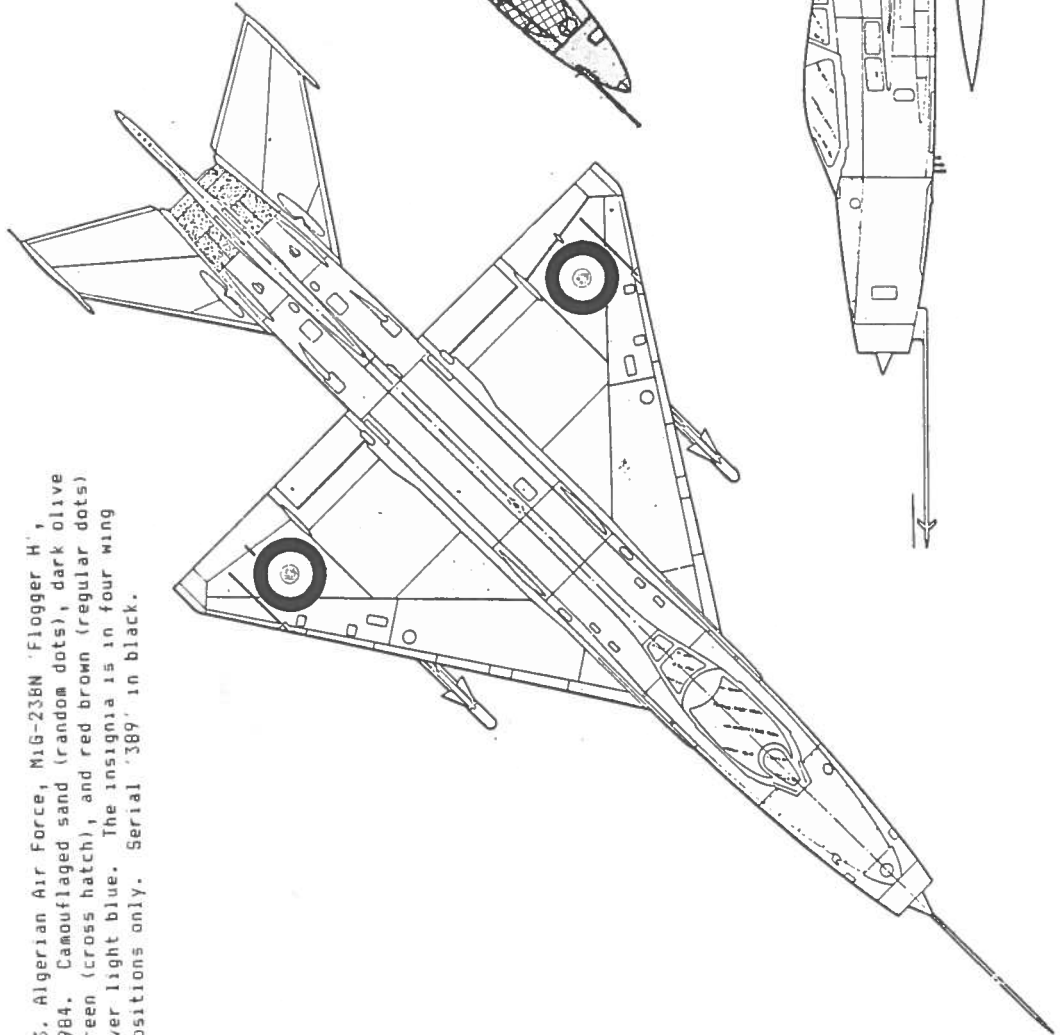


12. Algerian Air Force, MiG-21F 'Fishbed C', 1975. Bare metal overall with insignia in six positions. This drawing is based on a verbal description of the aircraft and no serial number was given. Any information on this aircraft or later Algerian MiGs would be greatly appreciated.

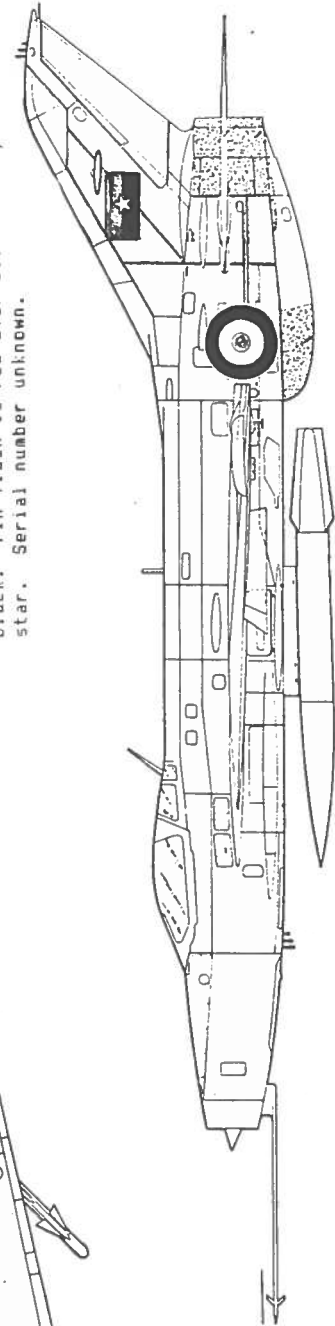


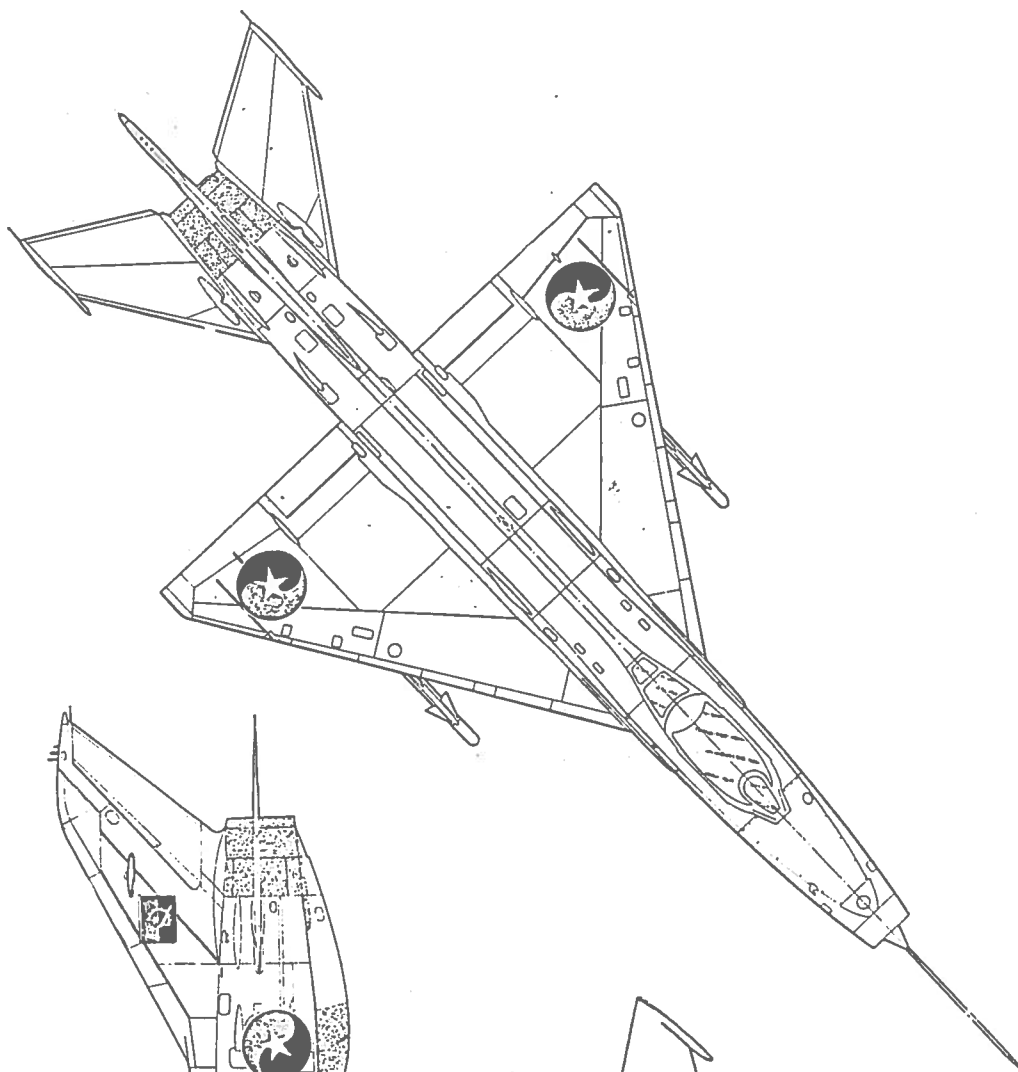


13. Algerian Air Force, MiG-23BN 'Flogger H', 1984. Camouflaged sand (random dots), dark olive green (cross hatch), and red brown (regular dots) over light blue. The insignia is in four wing positions only. Serial '389' in black.

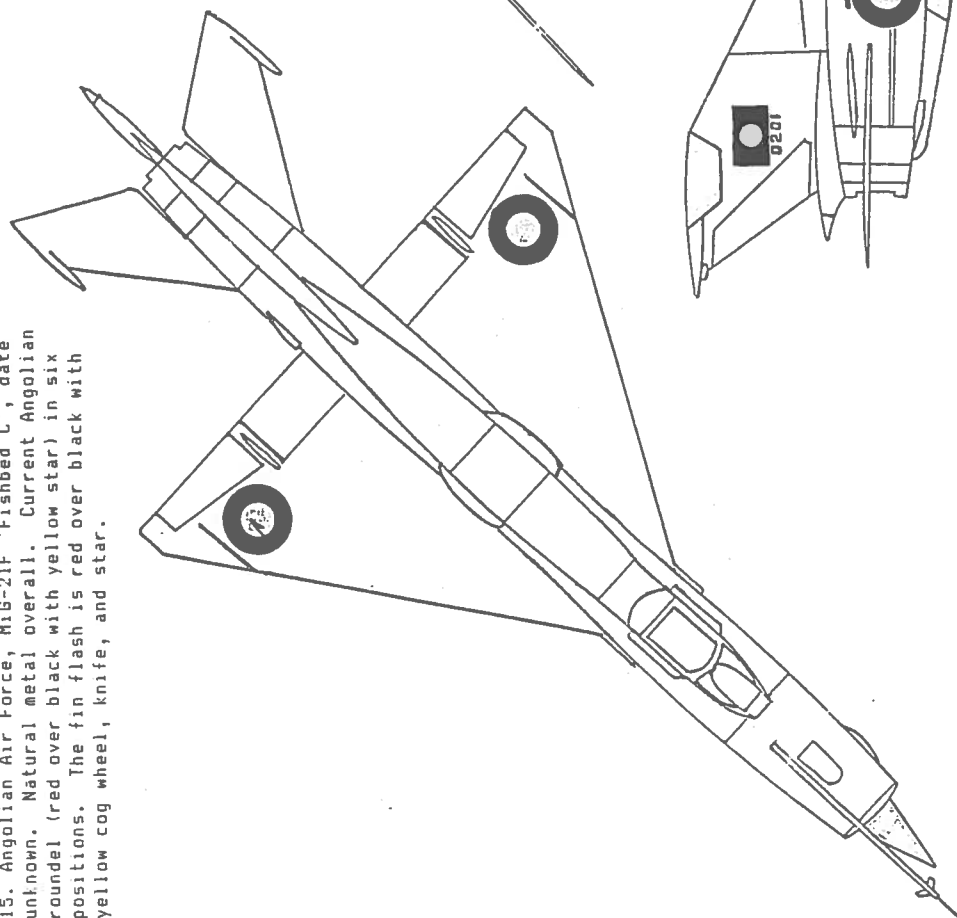


14. Angolan Air Force, MiG-21F 'Fishbed C', 1976. Ex-Algerian Air Force aircraft. Bare metal overall with insignia in six positions. Early roundel is (from center out) red, yellow, and black. Fin flash is red over black with yellow star. Serial number unknown.

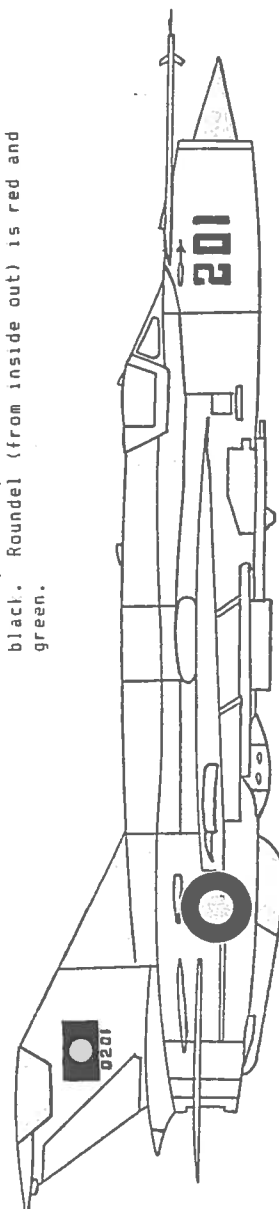


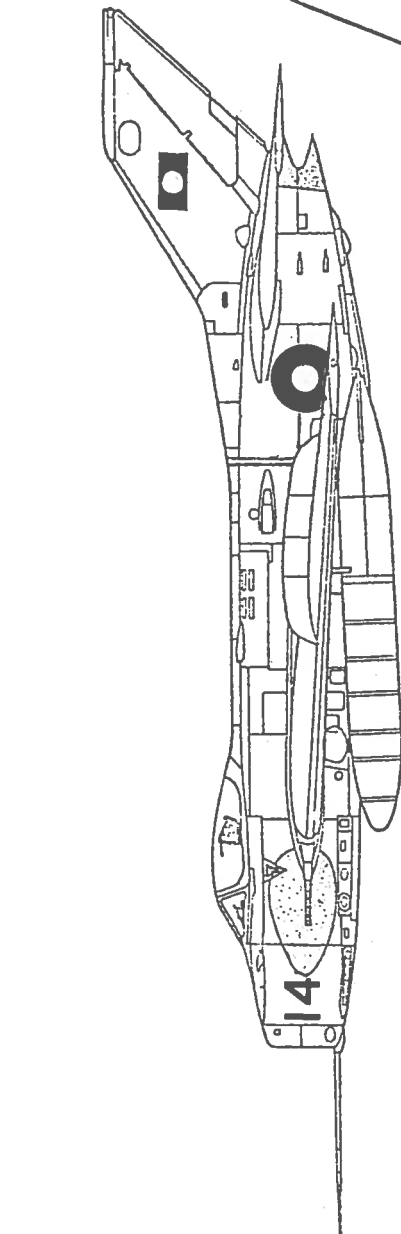


15. Angolian Air Force, MiG-21F 'Fishbed C', date unknown. Natural metal overall. Current Angolian roundel (red over black with yellow star) in six positions. The fin flash is red over black with yellow cog wheel, knife, and star.

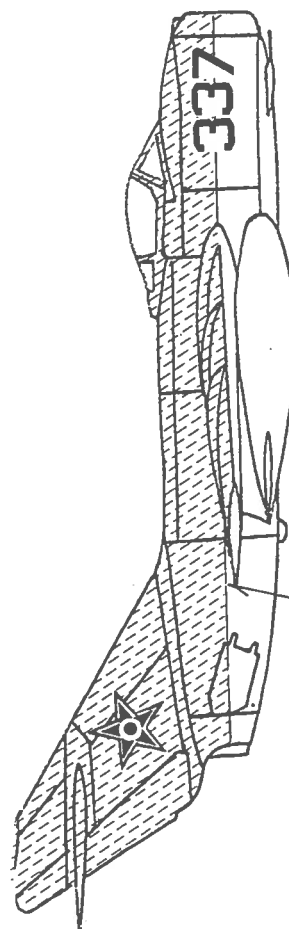
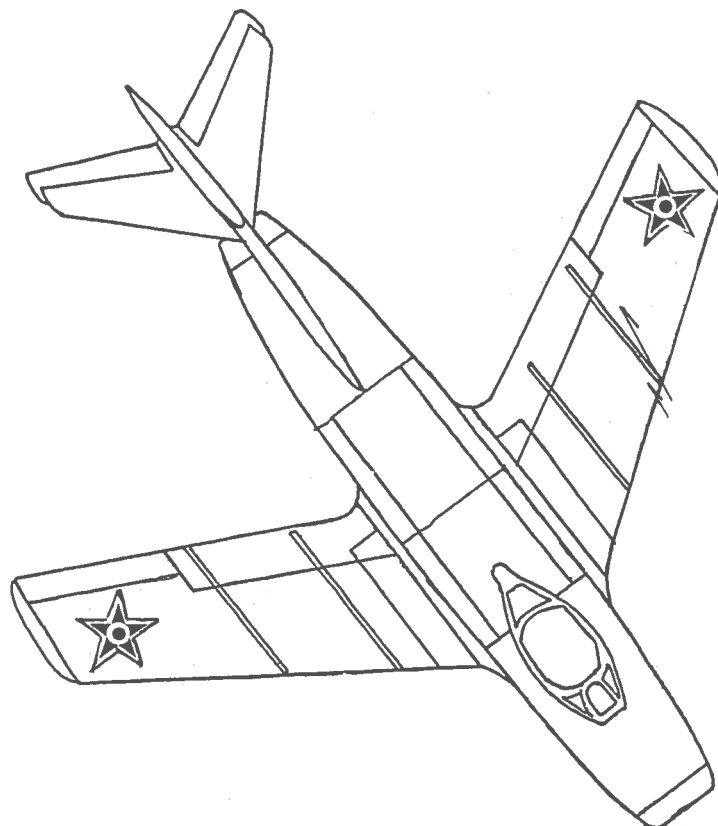
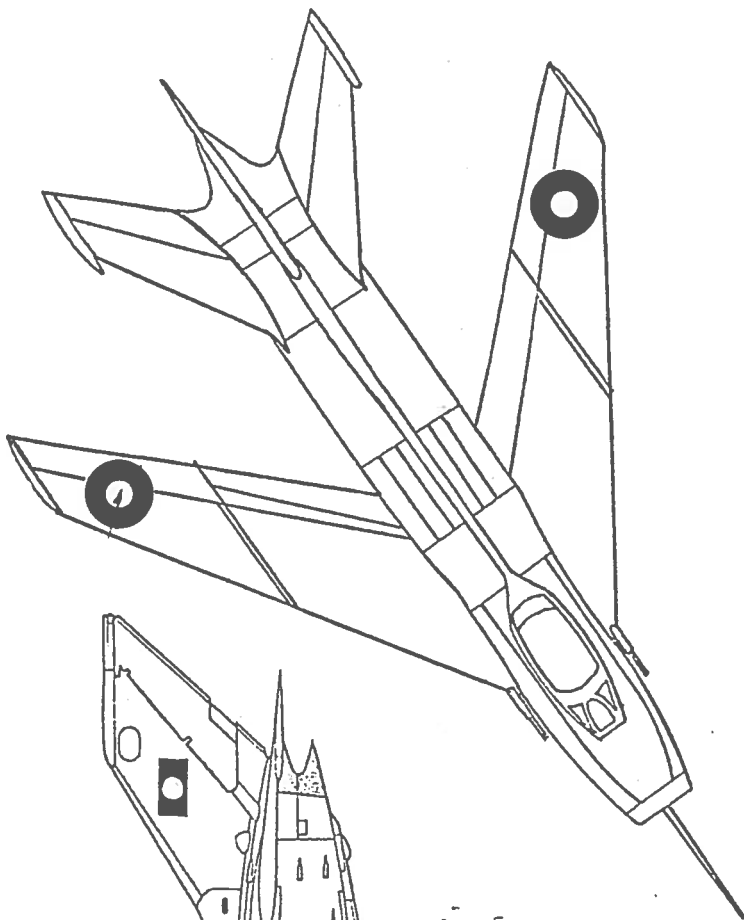


16. Bangladesh Air Force, MiG-21MF 'Fishbed J', 1977. Bare metal overall with dark green fin tip, radome, and tip of ventral fin. Serial '201' in black. Roundel (from inside out) is red and green.

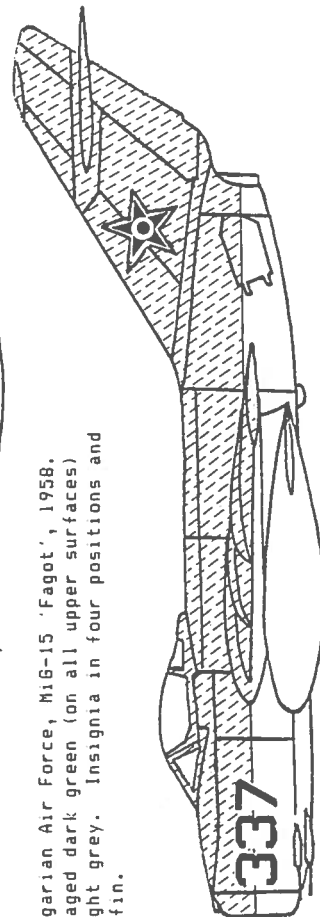




17. Bangladesh Air Force, Shenyang F-6 'Farmer', 1983. Bare metal overall with insignia in six positions. Serial '14' in black. TF-6 also in use.



18. Bulgarian Air Force, MiG-15 'Fagot', 1958. Camouflaged dark green (on all upper surfaces) over light grey. Insignia in four positions and on the fin.



BARWA W LOTNICTWIE POLSKIM #1: Samoloty i Szybowce do 1939 Roku, Glass and Cieslki.

"This booklet begins a new series. Polish civilian and military aeroplanes, helicopters, gliders, balloons as well as insignias and badges used in aviation will be presented in colour. We plan to publish a few volumes yearly and those appearing in the near future will be: 'Airliners 1919-1930', 'Airliners 1931-1939', 'Airliners 1945-1955', 'Airliners 1956-1983', 'Aeroplanes of famous flights 1925-1939', 'Military aeroplanes of foreign construction 1918-1939', 'Aeroplanes of the Second World War'... This series is produced in cooperation with the periodicals 'Skrzydłata Polska' ('Winged Poland') and 'Technika Lotnicza i Astronautyczna' ('Aerospace Engineering') and also with the Club of 'Polish Aeronautical Technology History Amateurs' acting close to the Museum of Technology in Warsaw."

Volume one of this promising new series covers Polish Aeroplanes and Gliders of 1896-1939. The 28 pages cover 12 two-page chapters each illustrating from 5 to 9 aircraft. Each chapter includes one page devoted to a small photo and short description of each aircraft and one page with color side-view drawings of each aircraft. The aircraft described and illustrated are: 'Samoloty pionierskie' Farman IV Awiatka, Warchalowski VI, Kozłowski, Libanski Jaskolka, i Zbieranski i Cynwinski. 'Samoloty amatorskie' D-1 Cykscz, DKD-III, DKD-IV, WK-1 Ostrovia 1, WZ-XI Kogutek, Sido S-1, MN-5, WK-3, Smyk. 'Samoloty RWD - I' JD-2, RWD-2, RWD-4, RWD-5, RWD-6, RWD-8, RWD-10. 'Samoloty RWD - II' RWD-9, RWD-11, RWD-14 Czapla, RWD-13S, RWD-15, RWD-17W. 'Samoloty PZL - I' PZL P-1, PZL P-6, PZL P-7a, PZL P-11a, PZL P-11c, PZL P-11f, PZL P-24G. 'Samoloty PZL - II' PZL L-2, PZL-5a, PZL-19, PZL-26, PZL-23B Karas, PZL-43B. Samoloty PZL - III' PZL-38 Wilk, PZL-46 Sum, PZL-50 Jastrzab, PZL-37B Los, PZL-44 Wicher. 'Samoloty Bartel i Lubin' Bartel BM-4a, Bartel BM-5d, Lublin R-Xa bis, Lublin R-XIID, Lublin R-XIII Dr, Lublin R-XII ter. 'Samoloty PWS i LWS' PWS-10, PWS-12, PWS-24, PWS-26, LWS-3 Mewa, LWS-4A Zubr. 'Samoloty licencyjne' Wibault 7, Hanriot 28S, Potez 25/Jupiter, Fokker F-VIIA/1m, Hanriot H-28 Motylek, PWS-18, Fokker F-VIIB/3m. 'Szybowce - I' Lotnia, SL-1 Akar, Czajka bis, WWS-1 Salamandra, Komar bis, WWS-3 Delfin, SG-21 Lwow, SG-3 bis/36. 'Szybowce - II' CW-5 bis/35, Sokol bis, Orlik III Olimpijski. PWS-101, PWS-102 Rekin, Mewa, ITS-8, Bak II.

This series will provide an invaluable reference for anyone interested in Polish aviation. For those who have nothing in this area, it would provide an inexpensive beginning. For those who have an extensive library on Polish aviation, the series will make a useful quick reference. Since only side views are given, a modeler wanting to scratch build a representative collection of Polish aircraft will have to find plans in other references such as the monumental works of Cynk and Glass. However, this series will provide limitless ideas for colorful schemes in which to finish your models.

MOHAWKS OVER BURMA by Gerry Beauchamps. Published by Canada's Wings, Inc., Box 700 Stittsville (Ottawa), Ontario, K0A 3G0, Canada. Co-published by Midland Counties Publications, England. \$21.95, 320 pages, 5 pages of scale aircraft drawings.

"In the late summer of 1942 the sole aerial defence of India against the victorious Japanese advancing through Burma rested on the shoulders of a little band of Commonwealth pilots flying Mohawk fighters. For the next eighteen months, these men - Canadians and British, Australians and New Zealanders, and many others - were constantly in action over India and Burma. Their's is an exciting and unusual story.

"The Royal Air Force flew its Curtiss Mohawks operationally in only one theatre, South-East Asia, with Nos. 5, 155, and 146 Squadrons. The battles to defend Burma and India and to recapture Burma were called by the men who fought them "The Forgotten Campaign", because of the low priority given to the forces there for equipment and supplies and the lack of publicity given the fierce fighting. It was in this unsung campaign that the RAF

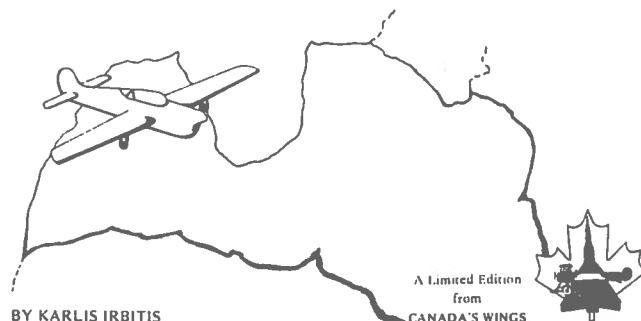
Mohawks saw eighteen months of action, initially as part of a handful of exhausted defenders and then as part of a growing offensive force.

"Bomber escort, ground attack, reconnaissance, and support for the Chindit raiders were all in the day's work for the men of the Mohawk squadrons. Here, for the first time, is the story of these men and their aircraft. Flying and fighting over the rivers and mountains of Burma, life on the jungle airstrips and the temporary bases on the beaches on the Indian Ocean, whirling dogfights with agile Japanese fighters, and the strange roads that brought these men to fight and some to die in this little known campaign - all are described in full detail.

"A thoroughly researched and authoritative narrative, the text of MOHAWKS OVER BURMA is supplemented with six appendices, which include a service history of every RAF Mohawk, particulars of Nos. 5, 146, and 155 Squadron, list of victories against Japanese aircraft, the stories of the Mohawk pilots who were killed in action, camouflage schemes and markings, and five pages of Mohawk scale drawings. One particularly moving feature, "Letters from India", gives excerpts from the letters of a Canadian pilot to his mother and sister back home. The dustjacket, a commissioned painting by well known aviation artist Don Connolly, depicts an exciting event from the book. Over a hundred unique photographs, numerous first-person accounts, and a complete index makes this book both valuable and entertaining.

"An intriguing book for historians, air buffs, and everyone who likes a good story, MOHAWKS OVER BURMA pays a long-delayed but well deserved tribute to the men of the Mohawk squadrons, and vividly recaptures the days when they fought for freedom in the Mohawks over Burma."

OF STRUGGLE & FLIGHT THE HISTORY OF LATVIAN AVIATION



"The once-independent Baltic state of Latvia, now forcibly incorporated into the Soviet Union, has a fascinating history of aviation development. Author Karlis Irbitis, Latvia's most prolific aircraft designer, describes it all, from the earliest pioneers to the final Soviet occupation in 1944 - military and civil aviation, flying clubs and airlines, competitions and long-distance flights, aircraft design and production. Also detailed in this profusely illustrated book are the international accomplishments of Latvian designers and airmen, including the author's distinguished postwar career in Canadian aviation.

"A limited edition published by Canada's Wings, OF STRUGGLE & FLIGHT will not be released until sufficient interest has been indicated. Show your interest today by sending a postcard requesting further information, when available, to The Hangar Bookshelf, PO Box 1513, Belleville, Ontario, K8N 5J2 Canada."

(Editor's note: Here is the project that deserves the support of every SAFCH member. I have offered the editor the full support of the editorial office and I have volunteered to help in any way possible. Please send a postcard to the above address. Also, check the box on the renewal form enclosed with this issue; I'll send a summary of the response to Canada's Wings.)

SIAT

223 Flamingo

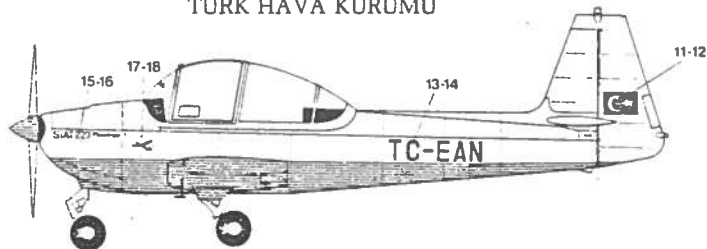


SIAT 223 Flamingo: 1/48-scale injection-molded kit; Plastik Model, P.K. 133, Bakirkoy-Istanbul, Turkey.

The first 1/48-scale kit from PM Turkey is also their first kit that does not duplicate an aircraft readily available from more accessible sources. At first glance, the choice of subject seems a bit odd, but on further contemplation it becomes clear that an aircraft that was used in Turkey is an obvious choice for a kit to be produced by a company based in Turkey. Also, the Flamingo is a great choice for the modeller interested in the small air forces because it was associated with several of the smaller countries.

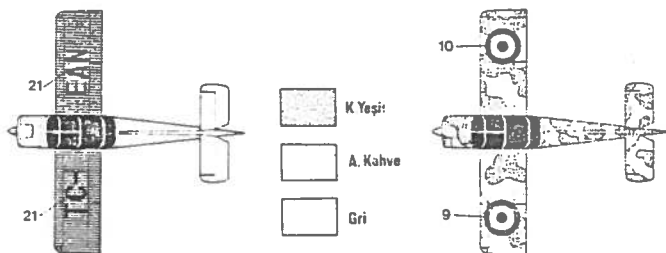
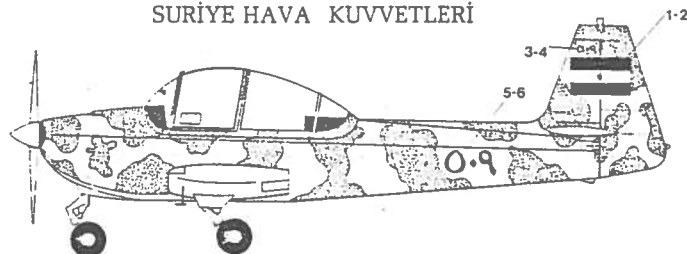
Designed in Germany by SIAT, 50 Flamingos were built by MBB for the Turkish governmental training establishments. Production was transferred to CASA in Spain where a further 50 were built with 32 being supplied to the Syrian Air Force. The Spanish Air Force reserved the designation E.21 for 3 aircraft (c/n 053 to 055), but these never appeared in Spanish service. Production was again transferred, this time to Switzerland where the Farnnerwerke compelled a further 16 Flamingos for Syria.

TÜRK HAVA KURUMU



The PM kit is a simple model consisting of well-molded, flash-free parts in white and red plastic with effective but minimal surface detail. The interior, reminiscent of the early Aurora kits, consists of a one-piece floor and seat combination, separate control columns, and a decal for the instrument panel. The fastidious modeler will need to embellish on the interior since the enormous canopy is clear and thin. Unfortunately, the SAFCH files are strangely silent on the Flamingo so I can not suggest any references for interior detail (but when did the lack of references inhibit the dedicated modeler?).

SURİYE HAVA KUVVETLERİ



The decals sheet is excellent and includes markings for a Turkish trainer in an attractive red and white color scheme, and a camouflaged machine in the markings of the Syrian Air Force. The instruction sheet is in Turkish, but this should not be an obstacle since the construction diagrams are self explanatory and both colors schemes are illustrated in color on the box art.

PM Turkey's kit of the Flamingo is a nice kit that should be a pleasure to build. The finished product, either built straight from the box or detailed to taste would make an attractive addition to any model collection. My only complaint is that, since I am an inveterate builder of 1/72-scale aircraft, the kit is in the wrong scale.

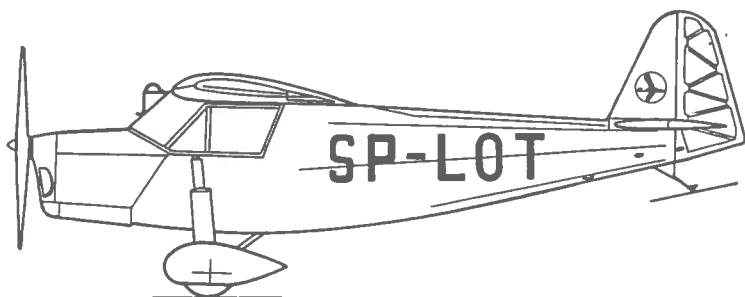
PM Turkey deserves all the support possible from SAFCH members. If you are the least bit interested in this kit, please that the time to write and ask them for information on the cost of this kit and their preferred method of payment. Perhaps, with enough encouragement, they will produce kits of aircraft not available from other manufacturers.

RWD-5bis; ZTS Plastyk, ul. Parkowa 1, Pruszkow, POLAND.

To follow their very excellent 1/72-scale kit of the PZL P-37 Los twin-engine bomber of September-Campaign fame, ZTS Plastyk has chosen the diminutive RWD-5bis which brought world-wide attention to the fledgling Polish aviation industry when, in 1933, Captain Stanislaw Skarzyski flew SP-AJU across the South Atlantic Ocean (from St. Louis-du-Senegal in West Africa to Maceio in Brazil) in 20 hours and 30 minutes. This flight set a world's record of 3582 km (2224 miles) for a non-stop flight by an aircraft with an empty weight below 450 kg (992 lb). Because this category was later abolished by the FAI, this record has never been officially broken. The RWD-5bis was the direct ancestor of the RWD-6 and RWD-9 which won two consecutive Circuit of Europe competitions, thereby establishing Polish light aircraft as equal to the best produced in Europe. While the kit comes in a box measuring only 16 cm by 10 cm by 2.5 cm (probably the smallest box in your collection), the finished model spans a respectable 14 cm. Obviously, the Poles have not been bitten by the "big box" bug. Inside this tiny box are two sprues of light-blue plastic containing 25 superbly-molded, flash-free parts and a sprue of clear plastic with 5 very clear parts. The small parts such as pitot tubes, venturi tubes, etc. are convincingly represented. The wheels are molded into the spats and it might be worth the extra effort to cut these off and insert a set of wheels from the spare-parts box (if you have any small enough). The surface detail consists of finely raised panel lines and convincing fabric texture.

The model can be built in either of two versions: (1) The RWD-5bis that crossed the South Atlantic, which was a single-seater with an auxillary fuel tank (provided in the kit) installed where the rear seat would have been and abbreviated side windows. (2) Parts are also provided to build a standard RWD-5 with two seats, two-bay windows, and extended exhaust manifold.

The relatively large decal sheet (14 cm by 7 cm) is well done and contains markings for a RWD-5 (SP-ARP) and for Capt. Skarzyski's SP-AJU. Included on the decal sheet are the yellow and blue insignia carried by both machines, the manufacturer's tail markings, and various small inscriptions: "Aeroclub Rzeczypospolitei Polskiej, Warszawa, Varsovie". SP-AJU was silver overall, while SP-ARP was silver with extensive red trim. The registration letters were black on both aircraft. This latter was somewhat of a disappointment, since I was hoping to see decals for a RWD-5 that carried the registration across the color separation on the fuselage; the top part of the letters were red on the silver finish and the lower parts were silver on the red finish. This would be a real challenge to apply without custom decals.



The instruction sheet is in Polish, German, French, and English, and includes construction diagrams and drawings of the top and starboard side of SP-AJU and a side view of SP-ARP. Unfortunately, there is no plan view of SP-ARP so there is no way to determine the extent of the red trim on the wings and horizontal tail (a strange omission). Perhaps one of our Polish readers could provide the necessary information.

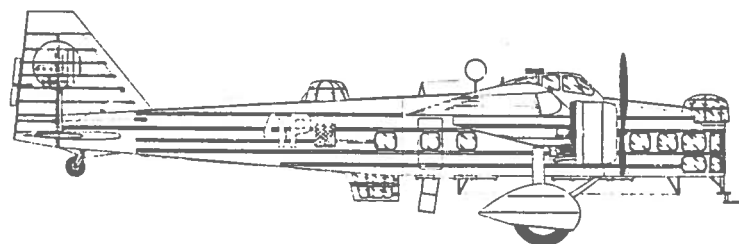
With its elegant good looks, the RWD-5 will command attention in any collection of models, especially if surrounded by a bevy of brutish-looking military birds. But, be prepared to answer questions from otherwise knowledgeable modelers; not very many will recognize this little beauty. (If they do, sign them up for the SAFCH. And, if they know what RWD stands for, you should pay for their first year's subscription.) ZTS Plastyk should be congratulated for choosing such an off-beat subject and for producing a beautiful kit. Now, if they will do kits of the Lubin R-XIII, PWS-26, and RWD-8, we would have a complete set of the major Polish aircraft of the September Campaign.

As far as I know, the ZTS Plastyk kits can be obtained only by trade with friends in Eastern Europe.

Aero (Marcel Bloch) MB-200: 1/72-scale injection-molded kit; Kovozařovdy o.p.p., Wolkerova 25, 796 93 Prostějov, Czechoslovakia.

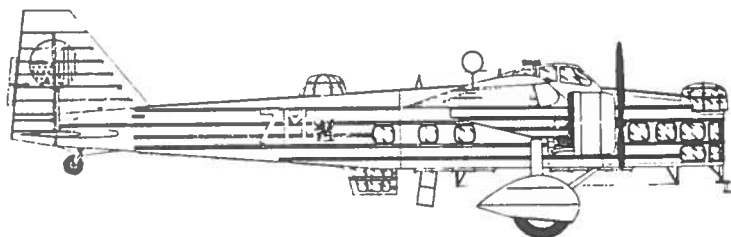
If the ZTS kit of the RWD-5bis is the smallest box in your kit collection, then KP's kit of the MB-200, with a box that measures 45 cm by 22 cm by 6 cm, should be the largest (unless you have squirreled away one of Monogram's B-36 kits awaiting the revelation that the CIA has supplied this aircraft to one of the groups fighting in Central America).

Designed in 1933 by Marcel Bloch to meet a night-bomber requirement for the French Air Force, the MB-200 was typical of French bombers of the period; big, ugly, and underpowered. The MB-200 is a high-wing monoplane with a fuselage of square cross section, more windows than a greenhouse, hugh spatted undercarriage, and turrets that would look good on a medieval castle. Its most outstanding external feature is the heavy reinforcements covering the fuselage and wing. Ninety-two MB-200s were still operational at the beginning of WW II and some operational missions were flown during the Sitzkrieg, but the type was quickly withdrawn from front-line service in metropolitan France. However, the MB-200 soldiered on overseas and the last mission was flown by French MB-200s on 9 June 1941 when four machines flew from bases in Syria to attack units of the Royal Navy in the Mediterranean Sea.



Earlier, in 1935, the Czechoslovak MNO (Ministry of National Defence) began looking about for a bomber to replace their ageing Fokker trimotors. While the indigenous aviation industry was producing some outstanding fighter aircraft and light bombers, they had never seriously pursued the development of heavy bombers. The Czechoslovaks probably considered the local production of bombers to be too aggressive an act for a small, peace-loving democracy; or maybe bombers were just too expensive to develop. In any case, when the threat of a resurgent Germany made the acquisition of bombers a task of great importance, the MNO toured Europe looking for a type suitable for licence production. One MB-200 was obtained from France and, after extensive testing by the VTLU (Military Technical Air Institute), a licence was obtained to build the MB-200 in Czechoslovakia. The MNO ordered 74 MB-200 from the Aero and Avia companies.

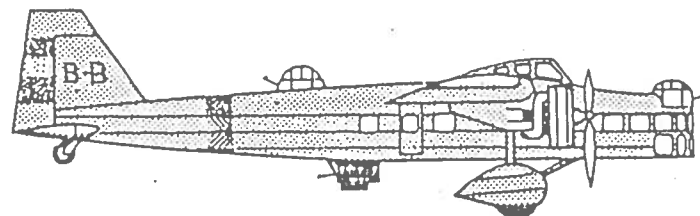
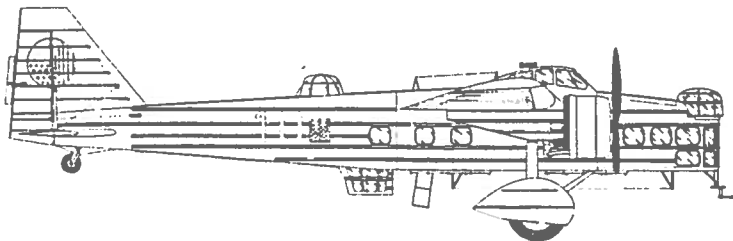
The MB-200 were delivered to 81, 82, 83, and 84 Heavy Bomber Squadrons of the 5th Air Regiment at Brno and to 85 and 86 Heavy Bomber Squadrons of the 6th Air Regiment at Prague. At the time of the Munich Crisis, the Czechoslovak Air Force was operating 54 MB-200s, and after the German occupation of Bohemia and Moravia in 1939, a number of Czech-built MB-200s were delivered to the air forces of Bulgaria and Rumania.



The MB-200 is not a particularly large aircraft (the model spans a little over 30 cm) so the large size of the KP box came as a bit of a surprise. However, upon opening the box it was immediately obvious that KP can not be accused of "over boxing". Two sprues of white plastic and one of clear plastic contain 139 parts that nicely fill the box. Included are sufficient external stores to embarrass a F-16. The moldings are faultless and the surface detail is exceptionally good. I particularly liked the representation of the external reinforcements and the realistic separation of the control surfaces. The top, bottom, and two side of the fuselage are built up around four bulkheads and a study spar is provided to ensure a strong and accurate fit of the two-part wing to the fuselage. The interior consists of seats, controls, tables, instrument panels, where appropriate. Details molded onto the inner surfaces of the fuselage must be carefully dry-brushed if they are to be seen. The 26 windows are all separate parts which are molded without any lips to keep the 'glass' thin; care will have to be exercised in inserting these windows; alternately the kit parts can be replaced by liberal applications of Krystal Kleer. The fit of the parts is excellent except for the engine nacelles which I found to need a bit of filling. Unlike most bomber kits, the pilot's compartment is clearly visible through the canopy so some modelers will probably want to add interior detail to this area.

The six-page instruction sheet provides background and construction information, as well as camouflage and marking information, in Czech, English, and German. Decals are provided for two different machines used by the Czechoslovak Air Force: (1) MB-200.42 of the 84th Heavy Bomber Squadron, 5th Air Regiment at Brno. The squadron code 'O' and the individual-aircraft number '1' are carried along with the regimental badge consisting of a red checkered Czech eagle. (2) MB-200.39 of the 85th Heavy Bomber Squadron, 6th Air Regiment at Brno, coded 'P4' and with the regimental badge consisting of a red checkered Czech lion.

The KP kit of the MB-200 is not only their biggest kit, but it is probably their best kit. With a price tag of probably under \$10, the modeler interested in the small air forces will want to pick up a couple of these kits. An article on French-built MB-200s with the Spanish Republicans can be found elsewhere in this issue. Another article on the MB-200 with the Slovak Air Force has been written by the SAFCH for the 10th anniversary issue of IPMS France's magazine and it will be reprinted in the SAFO in the near future. Members with interest in this subject are encouraged to try their hand (or word processor) at doing an article on the MB-200 with the Bulgarian and Rumania air forces. The SAFCH files can provide some information on these subjects to help get such projects under way.



(5) Spanish Republican markings: Although no photos of Bloch 200's in Spanish markings have been found, Salvador Rello in *LA AVIACION EN LA GUERRA DE ESPANA*, Vol 3 (Editorial San Martin, Madrid 1971), page 9, shows a 3-view drawing with insignia. Wingtips outboard of the ailerons were red, roundels of red/yellow/purple were painted top and bottom, and the starboard wing carried a diagonal yellow stripe between the roundel and the tip. The fuselage also carried a thin red stripe between the dorsal turret and tail, and red/yellow/purple stripes on the rudder were complemented by the code 'B-B' probably in white (denoting the MB-200 just as 'BP' denoted the Potez 540) on the fin. My guess is that a 1/72-scale roundel would be about 1-inch in diameter for the wings and the 'B-B' would be about 3/8-inch high. The red, yellow, and purple can easily be hand-painted.

(6) Fuselage windows: No changes needed here, but it might be prudent to glue in the small windows with white glue since they have no lip on the inner edge. When the white glue dries, clear paint can be applied to the crevices to protect the joint from moisture.

(7) General comments: The kit is molded in generally flash-free white polystyrene - obviously someone has gotten the message that modelers are tired of priming dark kits with light colors prior to final painting. Dimensions are a bit on the small side; span about 12.2 inches instead of 12.3 inches for 1/72 scale, length is about 8.7 inches instead of 8.75 inches, but these deviations are well within the norm and the model would be a real project for the scratch builder. In addition, the interior is as complete as comparable models such as the Heller Potez 540 and Bloch 210. Included are seats, stools, instrument panels, navigation and radio tables, control columns, and oxygen tanks. Ten external bombs, venturi tubes, radio antennae, and other small details complete the details. At under \$10.00, the kit is a valuable and necessary addition to any Spanish Civil War collection.

I assume decals and marking information will become available for the French, Bulgarian, and Rumanian versions.

Kiffin Draper (aka Tom Sarbaugh, SAFCH #497), 21 Live Oak Rd., Berkeley, CA 94705

"We are pleased to announce that Leoman Kits © has just started to release a new line of resin injection-molded kits with injection-molded plastic parts. Unlike vacuform kits, resin kits provide excellent details on the outer surfaces of the model. In addition, no cutting or scratchbuilding is required and the quality and finish of the completed model is comparable with injection-molded plastic kit. Resin kits are hand made (molding and finishing); this is a slow process using high priced resin/catalist and barrier coatings making the price of these kits higher than regular kits. Because of short production run of each kit (500 copies) they will soon become collector's items.

"The first kit is the famous Russian ground attack, Sukhoi Su-22 Fitter-F. Packed in a box with a photograph of the model, the kit includes aircraft specifications, assembly drawing, and paint/decals guide with 3 view-drawing of the aircraft. The price is \$22.99.

"Production will continue with the Sukhoi-17, 20, 22U (two seater) and latest version of Su-22 family, the Fitter-J. Production for 1985/86 includes Yak-25, Yak-28P, DHC-4 Caribou, IAI Arava and Westwind.

"Send check or MO (payable to RVF) to RVF, PO Box 107, Burbank, CA 91503. When you order future Leoman kits, you will receive a 20% discount if you enclose the LEOMAN logo cut from the box."

Kit review of the Kovoavody Prostejov Aero (Bloch) MB-200 1/72-scale kit with notes on conversion to a Spanish Republican Bloch MB-200.

KP of Czechoslovakia has just released an injection-molded kit of the 1930's twin-engined, all-metal Aero/Bloch MB 200 bomber, built in France and under licence, and flown by the French, Czech, Bulgarian, Rumanian, and Spanish Republican Air Forces. Decals, however, are provided only for examples from the 83rd Heavy Bomber Squadron, 5th Air Regiment, and the 85th Heavy Bomber Squadron, 6th Air Regiment of the Czechoslovak Air Force.

The kit can easily be converted to represent one of the 2 to 5 Spanish Republican aircraft used from August 1936 onwards. The following changes need to be made:

(1) While the interior of the Czech aircraft were grey, French versions supplied to Spain probably had light "Nile" green interiors which can be duplicated by Pactra IF 29 "Dark Green". The exteriors might have been "Chocolat" (IF 25 "Dark Brown"), but more likely were painted "Vert Lierre" (Ivy Green), the standard color for French bombers prior to 1938 when "Khaki", an olive drab color was introduced. My own mix for "Vert Lierre" is 3 parts Pactra IU 94 "USAF Medium Green" and one part Pactra M5 "Forest Green".

(2) Engines: The cowlings provided with the kit are NACA style used on the Czech machines. The French versions had abbreviated Townsend rings; about 1/8 inch should be removed from the rear of the kit cowlings to correct this. Also, since shortening the cowlings reveals the rear cylinders of the engines, sprue exhaust manifolds should be added between the cylinders and exhausts. In addition, perhaps some machines had air deflectors (similar to part #35 in the Heller Amiot 143 kit), but so did the Bloch 210's and the Heller kit of that aircraft provided no such pieces. Cowls and fronts of the nacelles are natural metal.

(3) Turrets: Unlike the comparable Heller turrets in the Potez 540, Amiot 143, and Bloch 210 kits, those in the MB 200 kit do not rotate, which means that the modeler has three choices: He can glue them in one position, leave the forward and dorsal turrets unglued while gluing the ventral turret, or scratch build his own mechanism for allowing all three turrets to rotate. In addition, since the French/Spanish versions contained only one machine gun per turret, the double sets provided for the dorsal and ventral turrets should be cut apart.

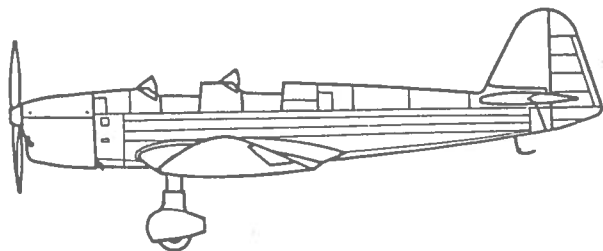
(4) Main windscreen/canopy: French version had four round windows at top rear instead of two square windows behind four square ones on top. These can be easily masked with tape cut out in a paper punch.

Huma Modell, Killianstadter Str. 9, D-645 Hanau 6, WEST GERMANY. Injection-molded 1/72-scale kits: Messerschmitt M 35b, Focke Wulf FW 44 Steiglitz, and Klemm Kl 35.

The predominate feature in the modeling world during the last few years has been the number and variety of companies and individuals who have attempted with varying degrees of success to enter into production of model kits. Most of these efforts have been in what may be referred to as the "fringe" of the hobby; vacuform kits, resin kits, and low-pressure injection-molded kits. The quality of these products have ranged from outstanding to unusable, but all individuals participating in this effort should be complimented and encourage because they are providing subjects that would never be forthcoming from the major manufacturers.

In fact, the performance of the "big" companies has been rather disappointing of late. With little or no adventurousness being displayed in their choice of subjects, most of the news being of financial collapse, mergers, buy-outs, and other corporate machinations. Fortunately, there has been several bright spots in the otherwise drab picture of high-pressure injection molding. The continuing proclivity for indigenous aircraft of the Czechoslovaks of KP has been a godsend to the small-air-forces modeler; one needs only mention their recent kit of the MB-200 to illustrate this point. In addition, the revitalization of the Polish firm of ZTS Plastyk, as shown by the long-awaited 1/72-scale kit of the PZL P-37 Los and the more obscure, but equally exciting, kit of the RWD-5bis, is most welcome and one awaits their future releases with great anticipation. Further to the East, and most surprising of all, is PM Turkey who after a series of good but ho-hum kits of familiar subjects have released a kit of the SIAT Flamingo.

Another new firm producing injection-molded kits of unusual subjects is Huma of West Germany, a country that has, up to now, been surprisingly absent from the list of producers of injection-molded kits. The kits released so far (Messerschmitt M 35b, Focke Wulf FW 44, and Klemm Kl 35) have never before appeared as injection moldings, and they are all (except for the first) suitable for modeling a variety of small-air-force schemes.

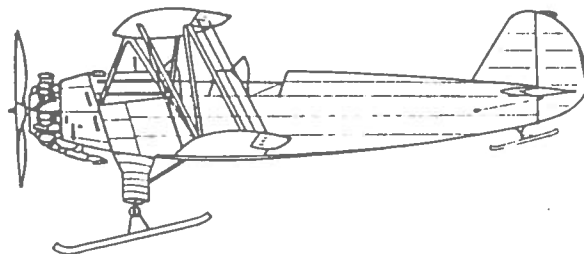


The three kits produced so far are remarkably consistent in quality and a review of the most recent one should represent them all. The Huma kit of the Klemm 35 is molded on one sprue of white plastic containing 31 parts and a small sprue of clear plastic for the windshields. The main parts (fuselage, engine cowl, wings, and tail assembly) are well molded with a minimum of flash. The surface detail, especially stringers, ribs, and fabric are very well represented. The separation of the control surfaces is fairly convincing, but the engraved panel lines are slightly overdone. A light sanding and a coat of paint should take care of the problem. Interior detail consists of a one-piece molding for the floor and seats, separate control columns, completely unusable instrument panels, and a set of identical-twins to occupy the seats (when will manufacturers learn to give personality to their pilot figures?). Alternate parts are provided for three different landing-gear arrangements: cantilever, spatted wheels for the 35b; unspatted wheels for the 35d; and skis. A large (12.5 cm by 10.5 cm) decal sheet provides markings for no less than six different machines: 5 in

German markings and one the the markings of the Swedish Air Force in an attractive green and orange scheme. The decals are slightly on the thick side, but the registration and colors are true.

The four-page instruction sheet consists of one photo, background and building instructions in German, 1/72-scale 3-view drawings, small 2-view drawings (port side and split plan views) of the six machines represented on the decals (with English translations of the colors), and "exploded" construction diagrams.

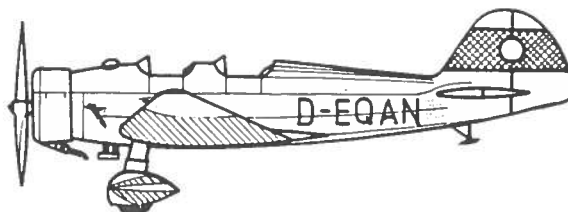
The above comments apply almost verbatim to the other two kits, except as follows: The three-piece molding of the uncowed engine for the FW 44 is quite good, although I suspect that some modelers will prefer to use the cast-metal engine from Aeroclub. The decal sheet provides marking for nine different machines including one for the Swedish and one for the Finnish Air Force. The Messerschmitt M 35b was the first kit released by Huma, but its quality is as high as that of the more recent releases. Differences include a two-page instruction sheet and decals for only one subject (D-EQAN) in a rather attractive blue and white scheme. The only problem here (if it is a problem) is that I do not have any information on the M 35b ever being used by any other country than Germany.



Both the Klemm and the Stieglitz can be finished in the markings of a variety of other countries. The SAFCH files indicate that the Klemm Kl 35 was used by Sweden, Lithuania, Hungary, Rumania, Czechoslovakia, and Slovakia. I have enough information of the Slovak Klemms to put together a SAFO article if someone would volunteer to do the drawings. Information, or better yet, articles on the Klemm 35 in other countries would be greatly appreciated.

The Stieglitz experienced extensive use outside of Germany. Bill Devin's review of this kit in PRI-FLY #56 lists its use in Bolivia, Chile, China, Finland, Rumania, Turkey, Bulgaria, Sweden, Brazil, and Argentina. The SAFCH files are in good shape regarding Finland and Bulgaria and I would be pleased to work with anyone wanting to produce a SAFO article on these subjects. Articles on the Stieglitz in the other countries would be most welcome.

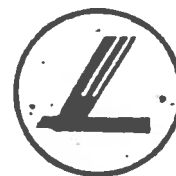
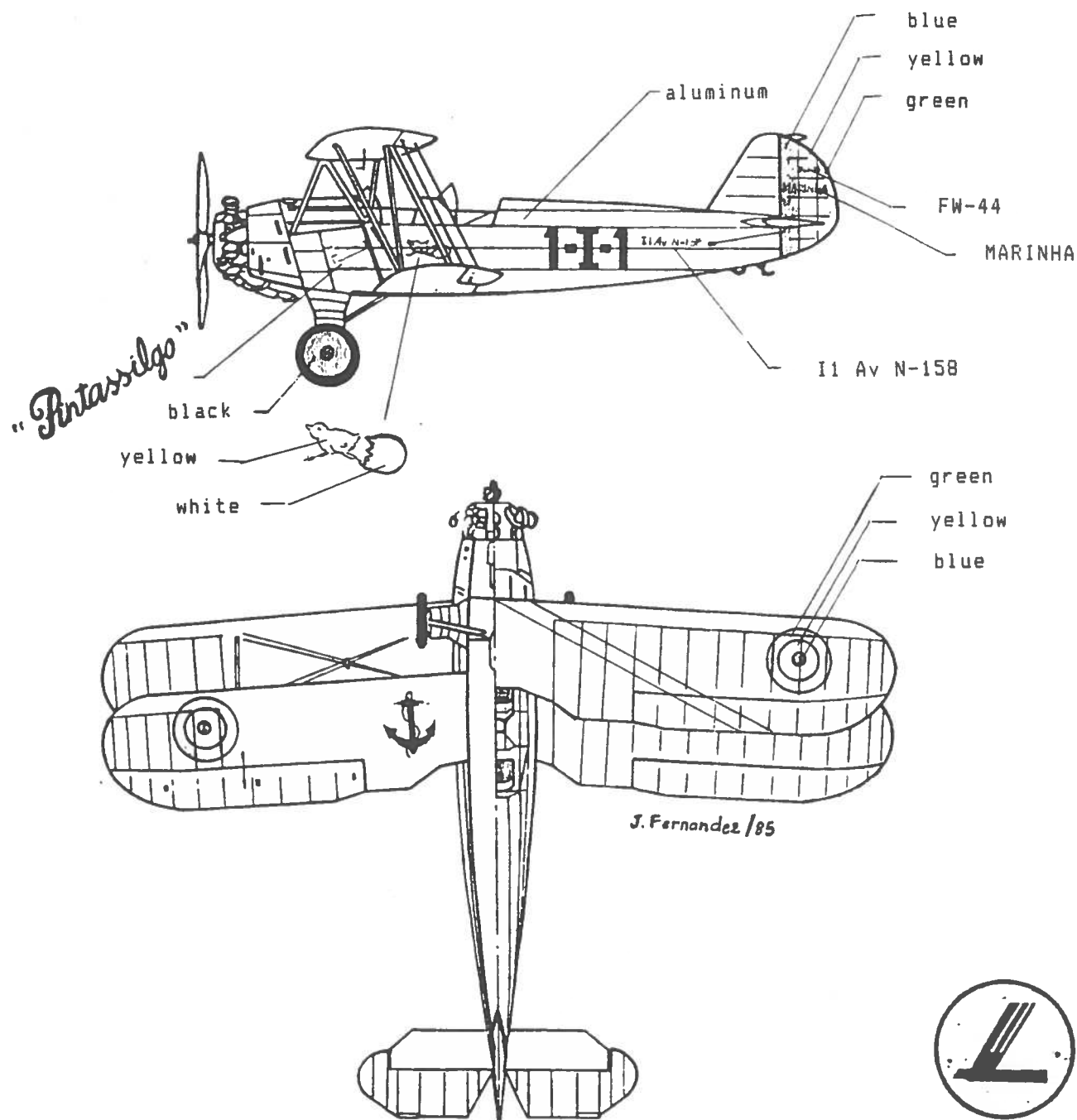
The SAFCH offers its warmest thanks to Huma for producing good kits of such unusual subjects. If SAFO readers want to look forward to something other than more kits of the F-16/18/etc, they should give Huma their fullest support and encouragement. If you can not find the Huma kits in your local hobby shop (and I suspect that they will be available only in the larger metropolitan areas), write directly to Huma for pricing and payment information.

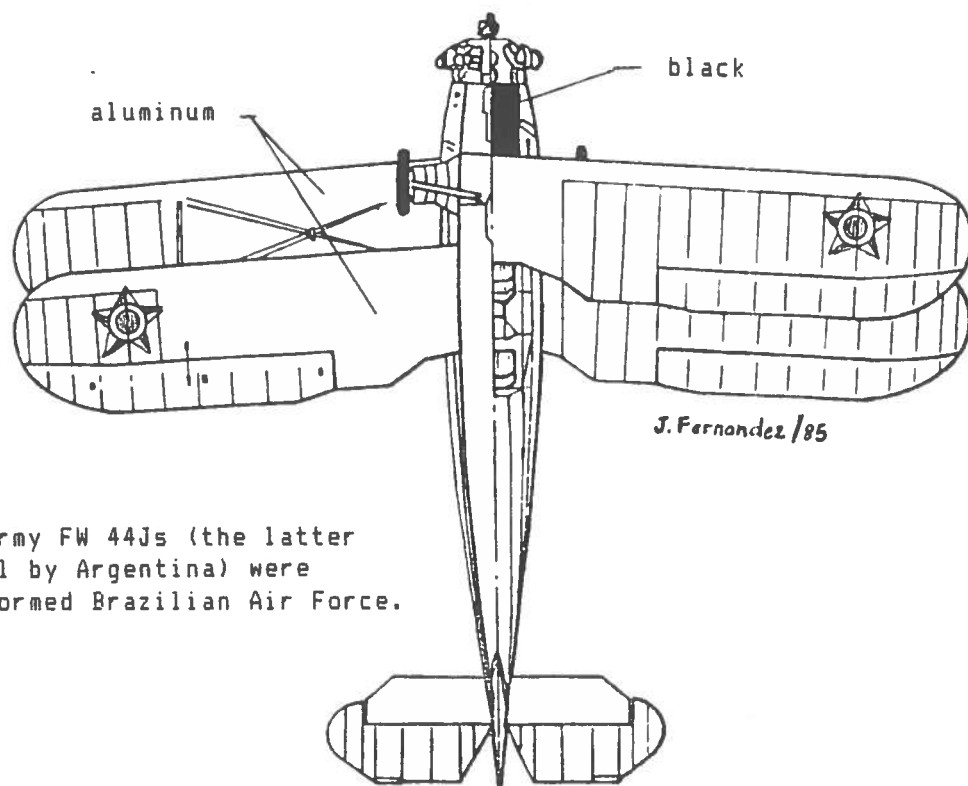
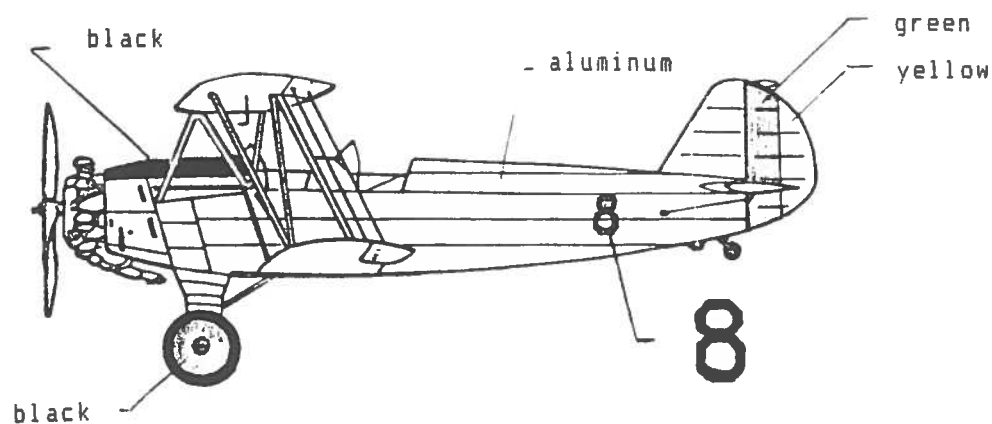


Fw 44J

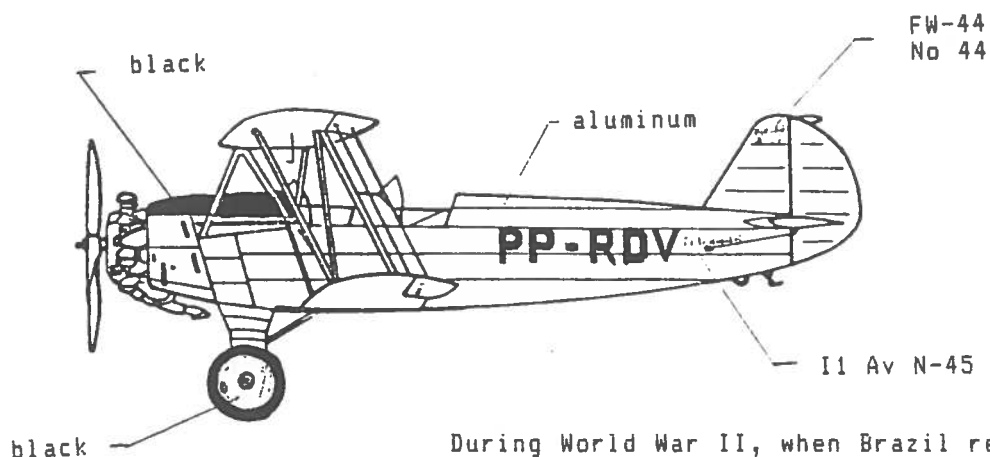
The Brazilian Goldfinch

In 1936, the Brazilian Navy Ministry signed a contract with the Focke Wulf Flugzeugbau for the licence production of 40 FW 44J Stieglitz aircraft. A pattern aircraft, sent from Germany, made its first flight in Brazil on 10 November 1936. By August of 1937, the Brazilian-built FW 44Js had replaced the Tiger Moths at the Naval Aviation School. In Brazilian service, the FW 44Js were known as "Pintassilgo" (Goldfinch).

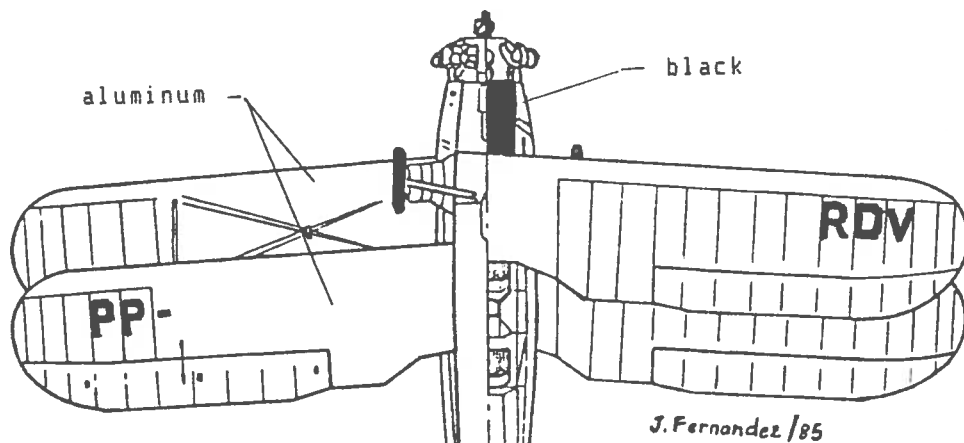




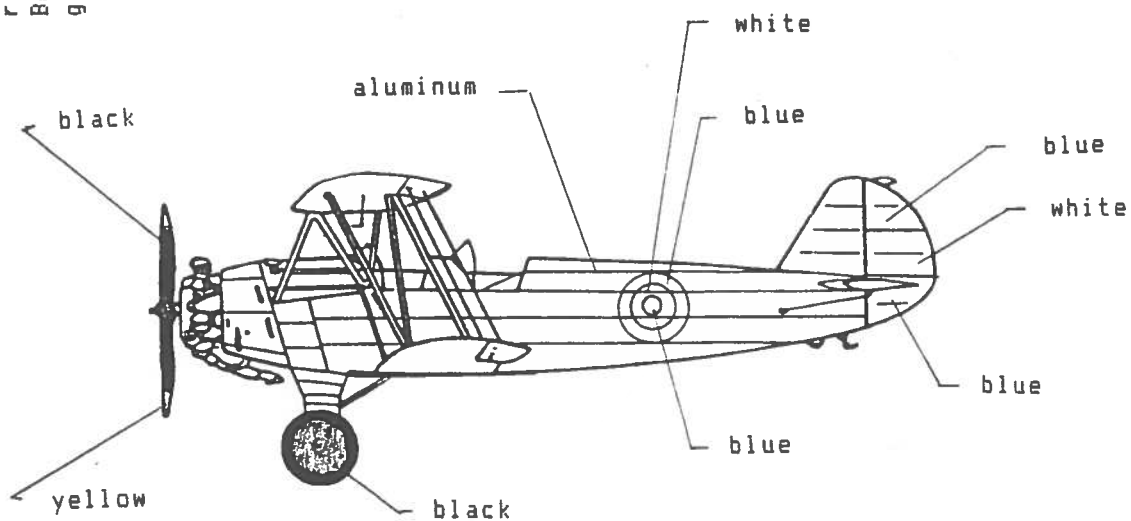
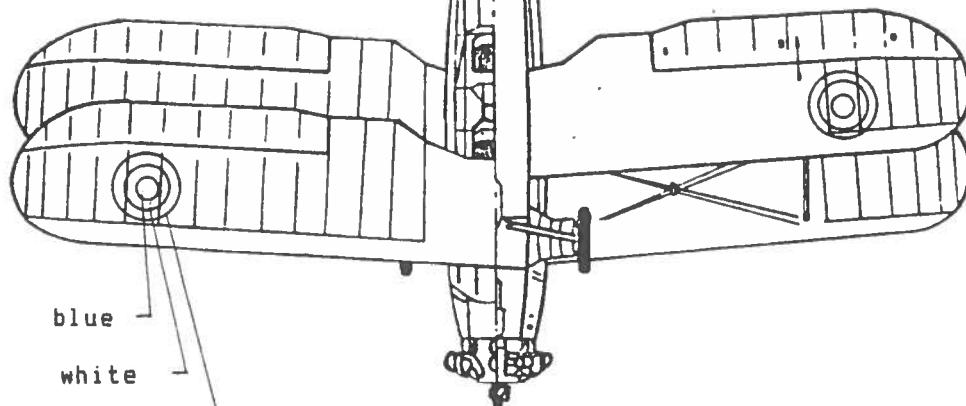
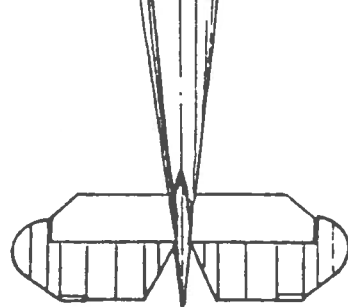
In 1941, 36 Navy and two Army FW 44Js (the latter having been given to Brazil by Argentina) were transferred to the newly-formed Brazilian Air Force.



During World War II, when Brazil received hundreds of training aircraft from the United States, the Goldfinch were no longer needed at the military schools, so the FW 44Js were transferred to the civilian Aero Clubs.



J. Fernandez / 85



This article first appeared in EM ESCALA and it is reprinted here with the kind permission of Sociedade Brasileira de Plastimodelistas. Translation graciously provided by Antonio Linhares.

SNIPPETS FROM SEAR

The following is a summary of information published in SOUTH EAST AIR REVIEW, 2nd quarter 1985, compiled by Ben Marselis
23 Hacketts Lane
Pyrford, Woking, GU22 8PP
England.
Comments, questions and additions/corrections are still welcome at this address.

ABU DHABI : The Hawk T.63's are 1001 to 1016, c/n's 312265, 312285 to 312299 resp.
ANGOLA : SA.315 Lama H-202 c/n 1375 ex CR-LNJ was seen at Alverca (Portugal) in Apr85 as well as Alouette III I-205 c/n 1783 (which was N3048 when sold to Rhodesia).
BELGIUM : F84F's dressed up as Mirages are still parked at Kleine Brogel AB : BA-03 really FU67, BA-04/FU177, BA-05/FU49 and BA-07/FU185. The details of Belgian Harvards are about to emerge, but according to the Belgian AF/Harvard specialist Valentin, much more info and photos on this difficult subject are needed (can you help??).
BOPHUTHATSWANA : A Casa 212 serial T-300 was delivered recently.
CISKEI : Six Mooney M.20J's should have been delivered by now : N5646P/083 c/n 24-1383, N5657M/090 c/n 24-1390, N5660P/091 c/n 24-1391, N5642Y/079 c/n 24-1379, N5669M/095 c/n 24-1395, N5662M/093 c/n 24-1393.
Two MBB BK.117A-1 are ZS-HNC c/n 7046 ex D-HBM dd. Apr84 and ZS-HND c/n 7053 ex D-HBNA dd. Jun84.
DENMARK : The F84E/G is reviewed in the April and May issues and according to the June issue many are still around as decoy as well as F86's!
DOMINICAN REPUBLIC : P51D FAD1904 is c/n 122-31427 ex Fv26015 ex 44-63701. FAD1936 and FAD1900 are TF51D, the latter being c/n 111-30272 ex 44-12139.
GABON : An MFI-9B (recovered from Biafra??) active in 83 was coded "GA". Libyan AF Mirage 5's were delivered but details are yet to be revealed.
GUATEMALA : Some P51D information appears in the April issue.
HONDURAS : FAH C47's seen in 83 were 303, 304, 306, 307, 314 all camouflaged and 305, 308, 312, 315 and 319 all in white/blue colors.
IRAN : A B&W picture of AH-1J 3-4412 in store with MASDC is published in the April issue.
IRAQ : Agusta SH3D Y1-A05 was seen in Italy Mar85.
ISRAEL : The contents of the museum in Haifa is revealed in the April issue.
JORDAN : Gazelles c/n 1423 to 1427, 1437, 1438 and 1441 have been in use for some time. They may fill the serial

gap 300 to 307. Alouette III's c/n 1472, 1498 and 1501 were seen unmarked at Alverca (Portugal), possibly for delivery to Angola.
LIBERIA : Three Aravas are EL-AJG c/n 077 ex 4X-CUD, EL-AJH c/n 078 ex 4X-CUJ and EL-AJI c/n 079 ex 4X-CUT.
MALAYSIA : New serial tie-ups for F5E and CL-41 are given in the April issue, while new F5E's M29-21 (84-0490) and M29-22 (84-0491) were delivered in March85.
Serials for the 40 A4L's converted to TA/A-4PTM's from 63 A4L's and 25 A4C's are published in the May issue (Thanks to BAR). B&W photos of TA4PTM M32-03 and A4-PTM M32-24 were printed in the May issue.
NORTH YEMEN : Aircraft seen recently include MIL-8 801, 810, 811, 812, 817, 818, 821, 822 and 825, AN24V's 1190 and 2016.
PAKISTAN : Atlantics s/n 40 and 46 were seen recently.
PAPUA NW. GUINEA : Three IAI Aravas passed through Prestwick (!) in March85. They were P2-021 c/n 082 ex 4X-CUQ, P2-022 c/n 083 ex 4X-CUR and P2-023 c/n 084 ex 4X-CUS.
PORTUGAL : The National Guard has 6 Alouette II's on strength, 4 of which are 9208 c/n 1841 ex WGAF 7630, 9209 c/n 1627 ex 7696, 9210 c/n 1527 ex 7592 and 9211 c/n 1643 ex 7638. The Fiat 691R/T and Noratlas are reviewed in the May issue.
SENEGAL : Two refurbished CM.170's were delivered here to join the survivors of the original five.
SUDAN : The 12 B0.105's delivered were s/n 600 to 611, c/n S.331 ex D-HDJI, S.332 ex D-HDJJ, c/n S.333 ex D-HDJK, c/n S.334 ex D-HDJL, c/n S.335 ex D-HDJM, c/n S.336 ex D-HDJN, c/n S.337 ex D-HDJO, c/n S.338 ex D-HDJP, c/n S.351 ex D-HDHC, c/n S.352 ex D-HDHD, c/n S.353 ex D-HDHE and c/n S.354 ex D-HDGG resp.
TURKEY : The first 8 F100F's were 56-3967 dd. Dec58, 56-3969 dd. Oct58, 56-3976 dd. Oct58, 56-3989 dd. Oct58, 56-3997 dd. Oct58, 56-3998 dd. Oct58, 56-3999 dd. Jan59 and 56-4007 dd. Dec58. Four more were del. in 61 of which 59-2559, 59-2560 and 59-2562 have been identified. Ten FMS supplied UH1H are 82-24044 to -24053. Ex R.Norw.AF F5's 212, 375, 567 and 570 were delivered in Feb/Mar85.
WEST GERMANY : A production list of the Dornier DO-28D-2 is published in the April/May issues.
ZAIRE : The Force Publique Congolaise is reviewed in the April issue.

Other news : within a few months a superb (impartial) book on the Falklands War will be published, containing details of all aircraft involved and everything else.

Falcon Newsletter (July 1985)

Falcon's latest release is a 1/48 Messerschmidt Bf-109B/C. This is Tore Martin's second new release after taking over Falcon Industries and is undoubtedly his best kit in the range. It features fully recessed panel lines for the first time in the range. It was originally intended to follow up the Bf-109B/C kit with a 1/48 Conversion set, but demand for the Bf-109 has been sufficiently encouraging to promote the proposed 1/48 Bf-109E up to the next release. This kit will feature both types of canopy as well as an optional tropical filter. Expected release date is early August. You may well wonder why Falcon are doing an 'E' when Monogram have one generally available. Basically it is for the same reason that Falcon released a FW-190D kit - because the existing kits available were so noticeably inaccurate which is the case with the Monogram kit. There are only two other releases definitely planned for the rest of the year - a 1/48 Conversion Set and a further 1/72 Triple Conversion. The final make-up of the 1/48 Conversion Set has not been decided yet. It will definitely include a F-106B and pro-

tototype F-4 Phantom plus another, smaller conversion if space on the mould permits. The only conversion option on the 1/72 set that is definite is an early P-2V-5 Neptune. The other two may possibly be an FJ-3 Fury and TBM-5W Avenger, but this has not been decided at the time of writing. Further releases for early 1986 are currently being considered amongst which are another 1/48 Griffon Spitfire - the Mk 18 and 22/24 are on the current short-list. The 1/48 Seafire 47 kit has proved to be one of the top six best-sellers in the Falcon range so another Griffon release should be also a good seller.

As announced in the April Newsletter, Malcom Laird has decided to go into the production of decals after selling Falcon Industries. He has named the company Ventura Decals and will have his first four sheets released no later than the second week of August. As promised, there is a heavy bias towards Australian subjects and this bias will continue to a lesser extent for each batch in the foreseeable future. A further three batches of four sheets are planned inside the next 12 months.

NOORDUYN NORSEMAN

First-Class Workhorse

Flying for nearly fifty years, it has flown all over the world, it has saved many thousands of lives, it was named among the twenty best aircraft of the last world war, it has been involved in many odd aeronautical experiments, and it still is earning its living today. That is the Noorduyn Norseman. Although in 1985 many activities are being devoted to the golden jubilee of the Douglas DC-3/C-47/Dakota, the Norseman which is, in fact, one month older than the Douglas classic, can be said to be just as important. Although built in far smaller number than the Dakota, only a few more than 900 were built, more than 100 are still flying today and several others have been preserved around the world. In many small air forces, the Norseman played an important role. Although this brief article will not give in detail all the facts of the life of the Norseman, it will give an impression of the aircraft's working life.

The Norseman was designed in 1935 by Bob Noorduyn, who has worked with many aircraft companies and had, in fact, designed the Fokker Universal and Super Universal. The Norseman was developed as an effective answer to the problems of bush flying in northern Canada. It evolved in the first few years as a superb aircraft with rather good flying qualities as many pilots gave their opinions and the aircraft was altered many times. The Royal Canadian Air Force was the first military customer and they used the aircraft for navigational training. In this case, four navigators were crammed into the cabin to receive instructions. The USAAF also used the Norseman, first in 1941 as an exploration aircraft for finding a good route to ferry aircraft from the USA to Britain. The Americans bought six planes that would open up the northern route and keep the stations connected after they were operating. In fact, the USAAF bought most of the Norseman produced with more than 700 operating in US insignia all over the world. Norseman flew casualties out of the battle fronts, they flew in badly needed supplies to besieged armies, and they were as loved by the soldiers as they were by their pilots. Many GIs owe their lives to this sturdy aircraft that never received full credit for its gallant service. In Burma, the Norsemen were used to supply the troops that fought the Japanese in the jungles. They flew in the mail and they served as flying ambulances.

It is uncertain whether the Norseman ever actually was used in combat to pick up a human passenger without landing, but it is known that the Norseman was used to make some 200 test of the equipment designed for this purpose and not one of the hitchhikers was done any harm. (The system used for aerial pick-up was very similar to the one used by the British Westland Lysander to pick up messages.) It is confirmed that after the war, Norseman flying for the American postal service did pick up mail in flight. Unfortunately, facts about human pick-ups have not been unearthed and it can only be guessed that it was used as it would have been ideal for picking up agents and downed pilots in places where no aircraft or helicopter could land.

After the second world war, the USAAF Norseman were quickly sold off, many going to other air forces all over the world and to many civil operators. In these services the Norseman proved to be a very good aircraft and even today there is no aircraft that can replace it. A much used Norseman costs about US \$50,000 at this moment.

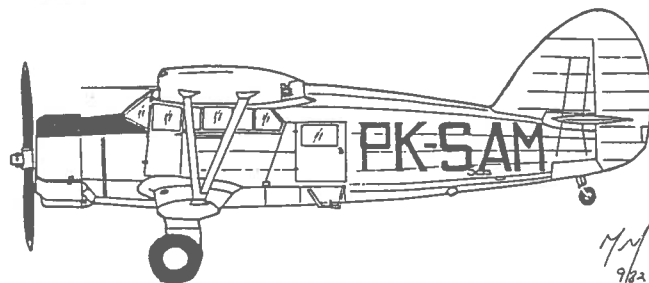
The Norseman were used by the air forces of Norway, Sweden, Indonesian, Holland, Bolivia, Brazil, and possibly the USSR. None are operated in the military role today, but many are still flying in Canada and they are still admired by the pilots.

To give a full account of the operation of the Norseman in military service would require a book, which is being written at the moment. A few interesting points on the military service of the Norseman around the world should suffice for the moment. The RCAF used four Norseman in the bomber-trainer role; they were armed with

eight practice bombs. In all services, the Norseman was often called upon to carry large loads externally under the belly. At such times, the Norseman looked as if it were pregnant. When the Dutch returned to Indonesian after the second world war, several mechanics found a Norseman in an allied scrapyard. They patched up the aircraft in their spare time and flew it for a while. However, it proved to be too costly for pleasure flying, so they offered it to the Dutch Air Force who used it for communication flights. After they gained their independence, the Indonesians took this aircraft over and it went on flying for many more years.

The Norseman in Israeli service are the most interesting ones from many viewpoints. There is not too much known about them, but they were bought from allied scrap yards in Germany and then flown to various companies in Europe for preparation for the long flight to Israel. Six aircraft were prepared by KLM at Schiphol. The Israelis bought twenty Norseman, but several crashed on route to Israel so that in the end they only operated seventeen. They did a good bit of flying during the War of Independence and their STOL capacity made it easy to fly in and out of surrounded camps. The Israeli Norseman were camouflaged in the colors of those days and after the war they were sprayed silver overall. One of these Norseman went to South Africa and another served in Israel under civil registration for some time.

After the war many Norseman were used in the search and rescue role in Canada, Norway, and Sweden. The float equipped aircraft in Norway and Sweden were fitted with an extension under the rear fuselage to make them more stable during takeoffs from rough waters. These Norwegian and Swedish aircraft were painted orange with national roundels and sometimes with codes, stripes, and red crosses.



Modeling the Norseman

Matchbox has brought out a very good kit of the Norseman in 1/72 scale. The kit is actually of the C-64 of the USAAF and it can be built either on wheels, skis, or floats. The kit is very good and there is only one small snag in an otherwise perfect model. When fitted with floats, the aircraft sits too low. To rectify this you will have to lengthen all struts by one millimeter. The attachment of the floats to the fuselage differs among the various versions, so try to get a photograph of the individual plane you are modeling. The same goes for the skis. The Canadians used several different makes of skis and Noorduyn also developed two different wheel/ski arrangements after the war. Decals for the various registrations, roundels, and codes are available from Aeroclub and Microscale, but you will have to search carefully since there is no separate sheet for the Norseman. The magazines will have articles on the Norseman in its jubilee year, so watch them for more photos and information.

Anyone with information of the Noorduyn Norseman please contact the author at the address below for he is writing a book on this subject.

Joop Wenstedt (SAFCH #657), Dommelstraat 11, 5662 EL Geldrop, NETHERLANDS

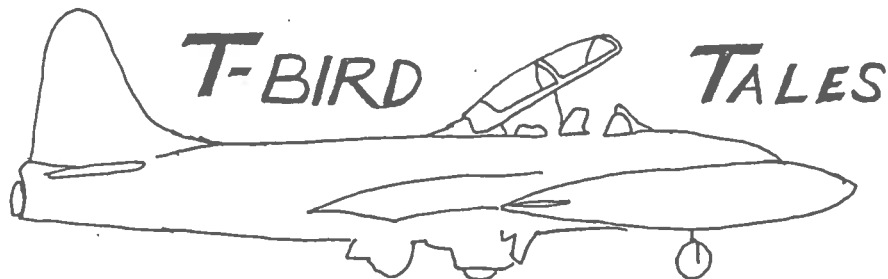
New from Embraer (Aug 85)

The Brazilian Air Force has just phased into its inventory the 100th EMB-312 Tucano turboprop trainer produced for the Service by Embraer. This specific aircraft will be operated by the Esquadilha da Fumaca, the official demonstration squadron of the Air Force which is based at the Air Academy in Pirassununga, State of Sao Paulo. To date, 148 Tucano trainers have been produced and delivered to the air forces of Brazil (118 on order plus 50 options), Egypt (40 on order plus 40 options, of which 30 have already been delivered in kit form for assembly by the Arab Organization for Industrialization), Iraq (80 on order plus 20 options, with 10 already delivered in fly-away condition from Brazil and the remaining ones to be supplied by AOI from Egypt), and Honduras (8 already delivered). Additionally, 130 Tucano trainer have been ordered in March of this year by Britain's Defence Ministry to equip the training squadrons of the Royal Air Force. These aircraft will be produced by Short Brothers in Northern Ireland through a licensing agreement with Embraer. The EMB-312 Tucano is salewise the leading military turboprop trainer presently in the marketplace with nearly 500 units already marketed, plus several others currently being negotiated with interested parties throughout the world. (Editor's note: With RAF adoption of the Tucano, can we look forward to a kit from Airfix?)

Brazilian Air Minister Lieut-Brig Octavio Julio Moreira Lima signed on July 30, at the Embraer plant in Sao

Jose dos Campos, an initial contract for four (2 firm, 2 options) EMB-120 Brazilia transports for the Air Force. Deliveries to the Service of the new US\$4.8 million craft will take place in the second half of 1986. The aircraft will have standard 30-seat arrangement and will be operated by the GTE-Grupo de Transporte Especial (Special Transport Group) based in Brasilia for transporting high ranking government and military personnel. This Group already operates a fleet of BAe 125 biz-jets, BAe 748 turboprops, and Boeing 737 jetliners in this role. Orders and options for the EMB-120 Brasilia from both internal and external customers now stand at 52 and 96 aircraft respectively.

The first AMX tactical-fighter prototype built in Brazil has recently left the assembly line at Embraer in Sao Jose dos Campos. The official presentation of this aircraft is scheduled to take place next October. A second AMX prototype is presently being assembled at Embraer and will be complete in the first quarter of 1986. AMX series production will start in the coming year in two separate lines being set up in Brazil and Italy for production initially of 200 aircraft to equip the air forces of the two partner countries, plus several examples for the export market. Embraer participates in the AMX program with a 30% share and is in charge of design, development, testing and manufacturing of the aircraft's wings, air intakes, horizontal stabilizers, ordnance pylons and jet-tisonable fuel tanks.

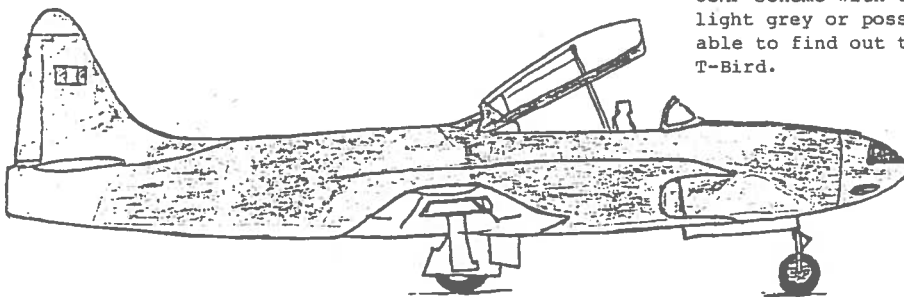


This is the first of what is hoped to be a regular feature in the SAFO magazine. I am attempting to organize an informal club for modelers interested in the F-80/T-33 in foreign service. The idea is to bring modelers together who have the same interest in the F-80/T-33 and to serve as a central point for the exchange of information on model conversions, markings, and color schemes. I have been collecting information over the past few years and probably have only scratched the surface. A long-range objective will be to publish a series of six small books of T-BIRD TALES covering (1) Latin America, (2) Europe, (3) Middle East & Africa, (4) Asia, (5) US & Canada, and (6) Civilian T-Birds. These would consist of side profiles showing insignia and other markings along with any other information that would be of use to the modeler.

I hope to hear from everyone interested in the T-Bird and together we can get the T-Bird model club airborne.

[Editor's comment: I share John's enthusiasm for this concept and I have already searched the SAFCH files and sent to John drawings of T-33s in Greek, Burmese, and Saudi Arabian markings. I hope that that there is sufficient interest among our readers to make John's column a regular and important part of the SAFO. If anyone else would like to follow John's example and start a regular column on a particular aircraft type, you will have the full support of the SAFCH. (This seems to be an excellent way to spread out the editorial chores.)]

T-BIRD TAILS: GUATEMALA UPDATE: Until not too long ago, this T-33 was on static display, but it has recently been put back into flying condition. The aircraft has a smoke generator, two 0.50-cal. machine guns, and four underwing hard points. It operates without the standard tip tanks and is camouflaged in tactical colors with the only markings a small Guatemalan flag on the vertical fin. The camouflage colors seem to be similar to the USAF scheme with the undersides in what appears to be a light grey or possibly an off white. I have not been able to find out the type of missions being flown by this T-Bird.



John H. Grier (SAFCH #251),
4735 Splendid Circle South,
Colorado Springs, CO 80917

"I have some additions and corrections concerning the articles on insignia that appeared in SAFO #34. I would also like to take this opportunity to provide some new information and to ask some questions. (Note: Colors of insignia are given from outside to center for roundels and from front to aft (or top to bottom) for fin flashes.

"(1) The insignia for Qatar should be a roundel of maroon/sand/white. (2) The insignia shown for South Yemon (sic) would be correct for the Yemen Arab Republic (North Yemen) if a 5-pointed green star is added at the top of the white ring in the roundel and in the center of the white stripe of the fin flash. (3) The insignia shown for the Yemon (sic) Republic is correct for the People's Democratic Republic of Yemen (Southern Yemen). (4) The insignia shown for the Syrian Arab Republic is actually that of the old United Arab Republic with 2 un-tilted 5-pointed green stars on the white of both the roundel and fin flash. (5) The insignia for Abu Dhabi has black Arabic inscription on the red ring of the roundel, and the center of the roundel should be dark yellow, not orange. (6) Because the Arab Republic of Egypt has added the coat of arms to their flag, the insignia, at least the fin flash, has changed accordingly. (7) The insignia of La Fuerza Aerea Sandinista (Nicaraguan central government) as depicted by L+K may be real, but lacks of independent verification makes it appear a careless error or an intentional canard. News media have shown a black-rimmed chrome-yellow roundel and center, 5-pointed chrome-yellow star in the middle of a device wrongly depicted by L+K as red over blue with star and roundel white. Clearly, red over black are still the Sandinista colors. (8) The rings of the Afghanistan roundel are much wider, the red star on the center white circle is much smaller, and no consensus exists on the order of the rings because photos are black & white. (9) The Angolan roundel is slightly imprecise in its rendering. (10) The Ethiopian roundel is a welcome eye-opener.

"Perhaps our readers can tell us whether any of the following have now, or ever had, distinctive armed service and/or national aircraft markings: (1) South Korean Navy. (2) Bhutan!! (3) Forca Aerea Cabovertiana (Cape Verde Air Force). (4) Guinea-Bissau Air Force (from inception to present). (5) Guinea-Bissau Navy. (6) Mozambic Air Force (a mid-1983 change in the national flag and coat of arms may have caused a change on the national aircraft insignia. (7) Venda Defence Force (besides position(s) of flag. (8) Costa Rica (before 1 December 1948 constitutional disbanding of armed forces and since Sandinista revolution) (9) Imperial Iranian AF, Navy, & Army (service markings and first national insignia). Insignia of Persia was apple green/white/pink roundel. (10) Islamic Iranian Republic AF, Navy, & Army (any, however slight, changes in armed service and national insignia since Islamic Revolution?).

"(11) Nigerian Navy. (12) Panamanian Army & Navy in 1930s (independent verification of insignia used by said armed forces needed). (13) Pre-Castro Cuban Navy. (14) Comoros. Independent verification needed of red-bordered white roundel with red star and, in lower half, a red crescent with horns pointing upward. Green & white reflects current flag, whereas, red & white on green is more like the flag used by previous regime. (15) Burkino Faso (formerly Upper Volta). Flag now changed to red over green with centered yellow star. (16) Turkish Republic of Northern Cypress. Flag consists of two horizontal red stripes over white field with centered red star and crescent. (17) Greek Cypriot National Army (ex-National Guard) with light aircraft & Islander. (18) Ottoman Empire. (19) Turkish Navy. (20) Hejaz (before Saudi Nejd annexation). (21) Pre-Saudi Asir. (22) Mali (New roundel?). (23) Guinea AF. Red/yellow/green roundel or yellow/green/red/yellow roundel? (24) Pre-Soviet Georgia. (25) Pre-Turkish and pre-Soviet Armenia. (26) Pre-Soviet Far Eastern Republic. (27) Pre-Soviet Ukrainian insignia variants. (28) Pre-Soviet East Karelia (if any warplanes). (29) Pre-1944 Tuvianian

Aratic (or People's) Republic. It was not an integral part of the USSR until the takeover on 11/10/44 and it had several distinctive national flags while independent. (30) Aero Companies of the Slovenian Nation that operated against the Austrians in Carinthia. (31) WWI Portugal. (32) Siam; first national insignia? (33) Saudi Arabia (national insignia of past?) (34) Kingdom of Yemen (pre-1962). (35) Afghanistan roundel; green/red/black/white with large red star in center, or black/red/green/white with large red star in center. (36) Japanese-occupied Inner Mongolia (if any warplanes). (37) Japanese puppet Burma (if any warplanes). (38) Luxembourg (needed are accurate drawings with colors specified or color photos that show insignia carried by NATO AWACS. (39) Icelandic Coast Guard (present national and service insignia). (40) Finnish Coast Guard. (41) Belgian Navy (Belgian roundel with yellow anchor and rope superimposed?). (42) Greek Navy (from inception). (43) Italian Navy (from inception). (44) Spanish Navy (from inception, Republic, Civil War, to post-Civil War times). (45) Danish Navy (from inception). (46) Swedish Navy (from inception). (47) Norwegian Navy (during period it had warplanes). (48) Dutch Navy (from inception) and Navy and Air Force in the Netherlands Antilles and Dutch Guiana during WWII. (49) Polish Navy (from inception). (50) West German Navy (from inception). (51) East German Navy. (52) Bulgarian Navy. (53) Portuguese Navy (from inception). (54) Air Force of Zimbabwe. Is the golden eagle still the only national insignia? (55) Swaziland. Are any national insignia still carried on Swazi Aravas?

"(56) Rwanda. Are roundels still yellow/green/yellow/red? (57) Gabon. Is fin flash (blue/yellow/green) carried horizontally or vertically? (58) Sierra Leone. In early 1970s they had several military aircraft, mostly Swedish built, but retrenchment caused repossession or sale of all but the presidential MBB Bo-105C by mid-1970s. Today, nothing definitive is known about the national insignia of this ephemeral military air wing save for unverified roundel and fin flash of blue/white/apple green. Can anyone confirm this insignia with credible documentation? (59) Somalia. In recent years, photos have shown roundels on the tail of fighters instead of a fin flash. Is this the practice on all their warplanes or on just fighters as in Nigeria? (60) Belize Defence Force. Are flags only used on fuselage and tail of their Defenders? (61) Bahrain. Roundels on F-5s (if ever delivered) and on other fixed-wing military aircraft. (62) Gambia Air Force (supposedly with 25 personnel, 2 Short Skyvans, & one Defender) and the so-called 'Senegambia Confederation Air Force' into which it was said to merge does not check out as real with the Gambian, Senegalese and USA officials queries. (63) Guyana Defence Force Air Command reports flag on tail only, no roundel, but GDF and civil aviation numbers 8R-.... (64) West Indies Federation. (65) Nicaragua. A black/red roundel has recently been reported; Contra ruse, Sandinista variant, or current one? (66) Albania (from royal inception, Italian puppet state, post-WWII until present). (67) United Arab Emirates (Union Air Force and Dubai Air Wing from their inception with colors and details for their often complex insignia. (68) Trinidad & Tobago Defence Force and Coast Guard from their inception."

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"I hope to write an article on the aerial operations over Northern Scandinavia 1944-45 and I would like to get help from other SAFO readers. It is intended that this article will include the operations of Norwegian, Swedish, Luftwaffe, Soviet, RAF, USAAF, and Finnish units and any others (USN, RN, ?) that may have participated. Especially needed is information on Luftwaffe and Soviet operations over Northern Norway."

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AVIACION MUNDIAL EN ESPANA, GUERRA CIVIL, 1936-1939:
Vol. 1 - Aviones Americanos y Rusos. By Miranda & Mercado.
Hard cover, 288 pages 24 cm by 30 cm, 150 drawings,
and 97 photos. 5.900 pts. Silex, Cid 4 Madrid-1,
SPAIN.

Just received from Spain is an announcement of a series of books on the aircraft of the Spanish Civil War which, if they live up to the advanced notice, could be the definite work on this subject. What follows is a cleaned up version of a rather poor English translation that accompanied the announcement. I have omitted comments I could not understand and I hope that I have accurately described those parts where the translation is confusing.

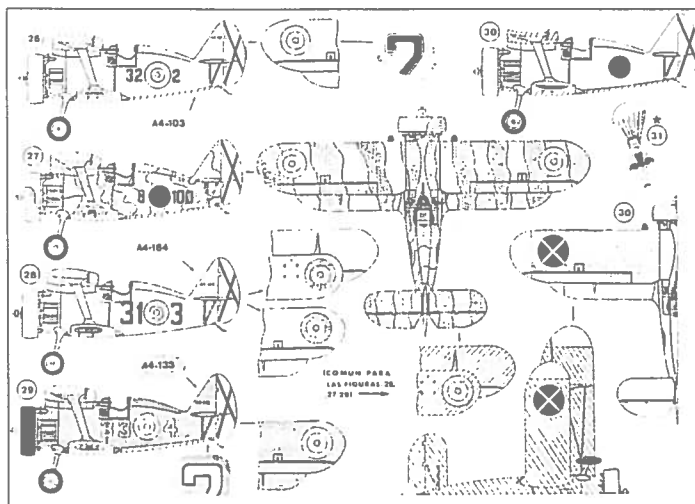
"It is thought that in excess of 3200 aircraft of 262 different types participated in the Spanish Civil War. However, there is photographic confirmation of only 188 types. This lack of photographs makes the aircraft of the Spanish Civil War a propitious theme for speculation, legend, and political fanaticism.

"In order to obtain information to add to this scarce data base, the authors have gone through a lot of sources and have created an exhaustive catalogue concerning the aircraft that served in the Spanish Civil War.

"The material is arranged into groups depending on the country of origin, that is, the country where the plane has been designed. For this purpose, the Breguet XIX and Nieuport 52 although constructed in Spain are considered as French planes, the Vickers Vildebeest manufactured by CASA is considered an English plane, and the Canadian Car & Foundry G-23 build in Canada is considered an American plane. Among each nationality, the planes are listed in alphabetical order depending on the manufacturer and, among the same manufacturer, by chronological order.

"Each type is a complete chapter that includes the following information: The first part of the text describes the evolution of the aircraft from its design until the end of its career, including its operational history and all noteworthy facts concerning the plane. The second part of the text covers technical data such as weights, dimensions, flying and piloting characteristics, materials and technics used in the construction, and armament carried.

"The text on each aircraft type is supplemented by five sets of drawings: (1) 1/72-scale five-view drawings, with sections, of each version or variant of the aircraft used in Spain and including any modification observed on the photographs. (2) Tone drawings with color key. Numbers, national insignia, unit and personal insignia carried, and camouflage patterns are given for each aircraft for which there is photographic evidence. In those cases where the information is ques-



tionable, the drawing is marked with a black star. (3) Schematic drawings of the armament indicating the position and number of guns carried as well as the arc of fire and the different installations possible. (4) Diagrams of the combat tactics employed including comparisons with similar tactics used by the opposition. (5) Appendices illustrating armament, types of bombs used, radio sets, engines, vehicles, and comparative drawings of contemporary aircraft.

"A color key is included in each chapter, making this work an essential reference for the modeler.

"Index: The book contains a full index listing all aircraft that participated in the Spanish Civil War.

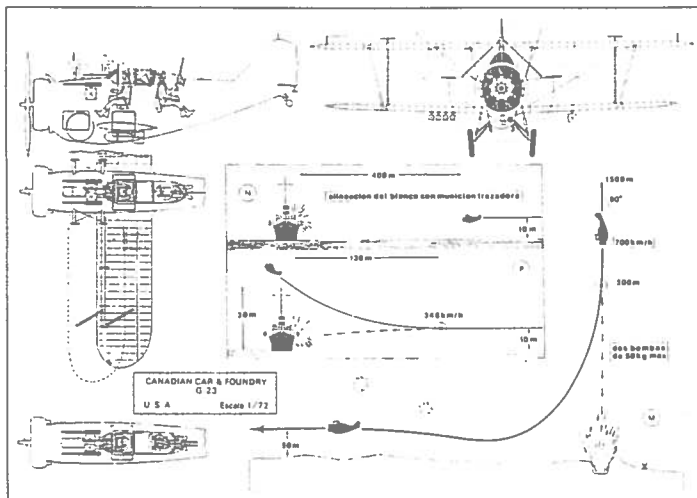
"Volume I: American (102 planes of 31 types) and Russian (912 planes of 9 types) planes. The first part treats the planes of American origin that saw action in Spain. These were transport, passenger, and sport aircraft (1 or 2 of each type) that mainly served in auxiliary roles. The second part deals with Russian military planes that were active during the war.

"Volume II: Czechoslovak (73 planes of 4 types), Polish (42 planes of 5 types), and English (217 planes of 48 types). Only 38 military English planes of 4 types participated in the war.

"Volume III: The French material was very extensive (343 planes of 61 types).

"Volume IV: Spanish (87 planes of 17 types), Dutch (41 planes of 12 types), Belgian (6 planes of 4 types).

"Volumes V, VI, VII: These volumes will cover German and Italian planes.

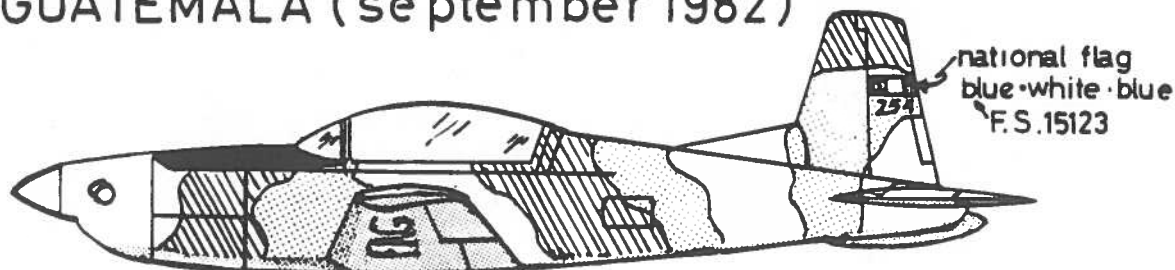


"Contents of Volume I: AVIONES USA: American Eagle A-129, Beech 17, Bellanca 28-90, Boeing 281, Canadian Car & Foundry G-23, Consolidated Fleetster, Douglas DC-1 & DC-2, Fairchild KR-22, Fairchild A-942A, Fleet Model II, Ford 4-ATE/F, Lockheed 5 Vega, Lockheed 8 Sirius, Lockheed 9 Orion, Lockheed 10A Electra, Monocoupe 90/90A, North American GA-43A, Northrop Gamma, Northrop Delta, Seversky SEV-3XAR, Seversky SEV-2PA, Sikorsky S-38, Spartan 7W, Stinson Reliant, Vultee V-1, V-1A, & V-11. AVIONES URSS: Polikarpov I-15, Polikarpov I-152, Polikarpov I-153, Polikarpov I-16, Polikarpov R-5 'Rasante', Polikarpov R-Z 'Natacha', & Tupolev SB-2 'Katiska'.

"THE AUTHORS: Justo Miranda, a member of the Air History and Cultural Institute, and Paula Mercado began to be interested in the Civil War as a result of their common work, published in 1979 "Grandes Vuelos de la Avia- cion Espanola", and with the making of the catalogue of the Air Force Museum. At the moment, they are writing not only for Silex and but for Air Sonic, Modelismo e Historia, Aeroplano and Le Fanatique de L'Aviation."

PILATUS IN LATIN A.A.F.

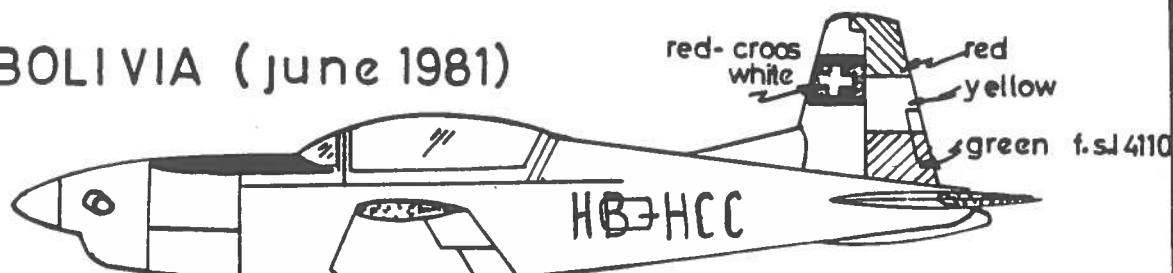
1.- GUATEMALA (september 1982)



GAF. 254 MILITARY AIR SCHOOL

	light gray fs.26622		olive green - medium
	olive green - light		olive green - dark

2.- BOLIVIA (june 1981)

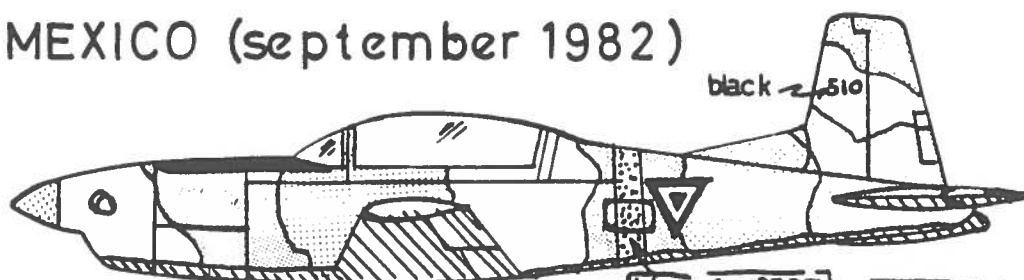


as seen in mexico int. airport

ALL PLANE WHITE GRAY F.S. 27780

int. orange

3.- MEXICO (september 1982)



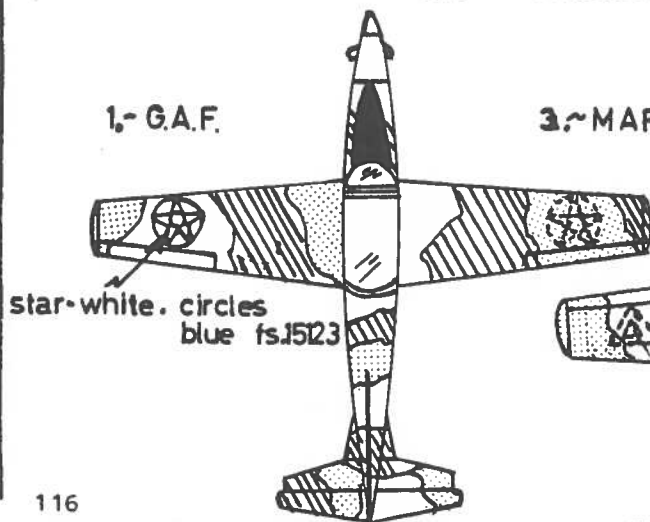
MAF. 510 SQUADRON. 204 ENSENADA, B.C.

blue - f.s. 2505

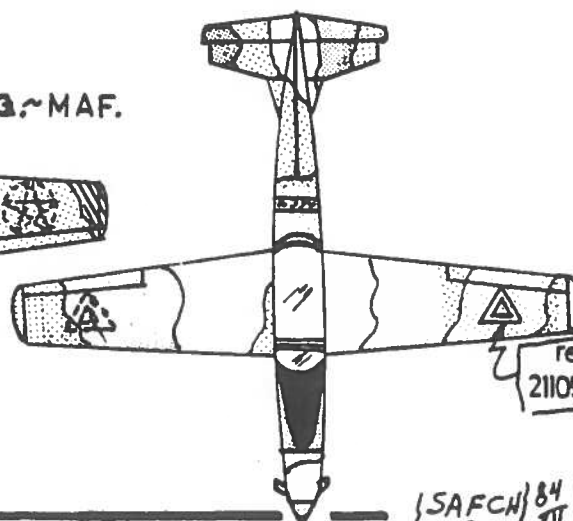
	light blue-fs.35466
	light sand-fs.20372
	green fs 34138
	olive g. fs 34092

1.- G.A.F.

3.- MAF.



star-white. circles
blue fs.1523



red - white - green
21105 f.s. 14090